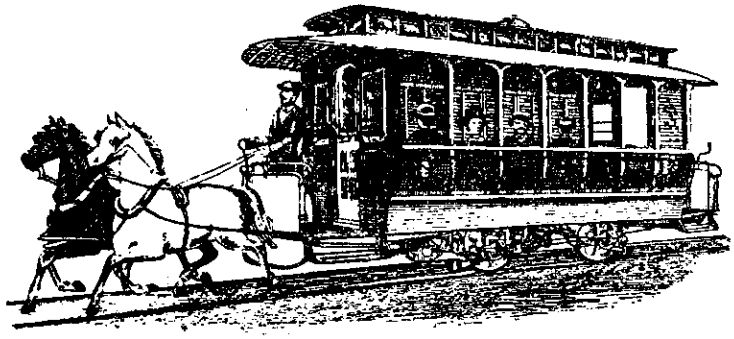
THE FARE BOX

A Monthly News-Letter
for Collectors of
Transportation Tokens

Published by the
American Vecturist
Association



J. M. Coffee, Jr.
Editor
P. O. Box 1204
Boston 4, Mass.

Associate Editors
Harry C. Bartley
Robert M. Butler
Harold Ford, Jr.

New Issues Editor
Ralph Freiberg
4142 26th Street
San Francisco 14, Calif.

Asst. New Issues Editor
John G. Nicolosi
2579 35th Ave.
Oakland 1, Calif.

VOLUME 10 JANUARY, 1956 NUMBER 1

This is the time of year when members are reminded of their dues for the new year. Please be sure to send in your two dollars to Mr. Eisenberg as soon as possible. We are beginning the new year with more members than ever before in our history. Our hobby is becoming increasingly popular all over the country, and 1956 promises to be the biggest year in token collecting history. In order to help The Fare Box keep up with this trend, all collectors are invited to contribute articles for publication. The only reason we are limited to eight pages per issue is because we do not have enough articles for larger issues. If you can't send an article, at least send us in your ad. Remember, every member is entitled to 5 lines of free advertising in every issue.

A number of members are sending in their extra 50¢ for first class mailing of The Fare Box. If you want your copy mailed by first class every time, send us 50¢. Airmail would be $1.00 extra. There are advantages in this, as the advertisement-studiers well know.

Inside this issue we are running an interesting article from the Baltimore Sun, sent in by Mr. Baake, which gives a good picture of how a large transit company handles the problem of "odd" tokens. Also we have a corrected Maverick list which you may wish to put in your copy of the Check List for reference.

Speaking of the Check List, we have only 29 unsold copies of it left, out of an original printing of 250. Since it will not be reprinted in its entirety for many years, it may turn out that it will become a rather rare collector's item itself before very long. Any member who still needs the Canadian Check List or a copy of the A.V.A. Constitution should contact the Editor immediately. Postage, about twelve cents each, would be appreciated but is not necessary.








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THE KICKAPOO TRANSIT COMPANY

On October 15, 1903, the last mule streetcar was retired from service. At 2 p.m. that day the first electric car ran between the Normal School and the public square on the Kickapoo line in Springfield, Missouri. No more would the tinkling bells on the long-eared mules be heard as the animals plodded along Springfield's streets. Instead, electricity would not flash and sputter from the trolley line. The change was hailed as an important historic event for the city, and several prominent citizens made the first trip in the new cars.

Here is what the Leader-Democrat said about the end of mule-car transportation in Springfield: "Before unharnessing the faithful mules that have made so many trips over the line these animals and their cars were photographed to preserve for future generations a true picture of the now obsolete agencies of transportation. While the mules posed for their picture, the new electric car was waiting to be photographed. Ten years ago the Kickapoo line was opened and since that time the mule cars have been familiar sights along Jefferson and East Elm Streets. A little while before the Kickapoo road was put into operation the electric streetcar service had been introduced into Springfield. The mules have competed with the fiery motive power a long time. The people who live in the eastern part of the city have talked for years about when the electric cars would get out to the Normal School and they are now glad that the trolley car can take them to the square in the time the mules would have traveled two or three blocks. The distance from the square to the end of the line is a little more than two miles. The road will be extended out to the National, Confederate, and Hazelwood Cemeteries."

A story about the mules was told by "Scotty" Herd, foreman of the Kickapoo Transit Company under the mule car system. He said that one of his long-eared favorites was very lonesome and restless after being retired. The mule seemed to miss the old cars and the jingling of the harness bells as it used to wend its way along Elm Street to the Normal School. Scotty happened to open the barn door just as one of the new electric cars passed by and the mule gazed at it longingly. When the car did not stop at the old relay post, the mule started after it, braying with a wide open mouth. For a hundred yards the distressed beast chased the car, apparently trying to recall the past and get into harness again.

- from a Springfield newspaper.

FROM THE SECRETARY

Happy New Year fellow members! While we are on the subject of a new year, there is a little matter of two dollars ($2.00) which is now due, to remain a member in good standing. Believe me, friends, I belong to many organizations and there is none that I derive so much pleasure from for the small sum involved. Let's get our money in and please make your checks or money orders payable to William E. Eisenberg, Secretary. The amount again: two dollars.

William E. Eisenberg - 2717 W. Carson St. - Pittsburgh 4, Pa.

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For sale: Pa 765 T,U,V. Sets only, 50¢. This includes 1 Pa 765 W free and postage. Pa 765 X available, too, at 20¢ additional.
William E. Eisenberg - 2717 W. Carson St. - Pittsburgh 4, Pa.

Tokens for sale at catalogue: Calif 275 A,B; 575 A; 760 E; 775 F. Ill 70 D; 150 A. Ind 180 A; 930 B. Iowa 600 A; 850 I. Ky 250 C; La 810 C. Md 60 I,J,K,P,S,T,U,AB,AC. Mich 885 A,B. Minn 540 G; 820 A,B,C. Mo 860 B. NJ 30 A; 115 B; 975 C. N.M. 40 B. N.Y. 305 A 630 K,AG; 631 C,D,E; 690 A; 780 A. N.C. 670 A. N.D. 320 A,C. Ohio 175 U; 440 A,E. Pa 25 E; 65 I,L; 320 A; 420 A; 463 A; 720 A; 750 W, AE,AS (25¢); 765 W; 770 C; 985 C. Porto Rico 640 A,C. Vt 180 B; 700 A.
Daniel DiMichael - P.O. Box 485 - Coatesville, Pa.

Tokens for sale at catalogue: Ind 960 A; Iowa 300 D and E; Iowa 930 B; Mass 550 D; Ohio 15 B; Va 620 H; DC 500 M (25¢); Ontario 125 A. Please send postage.
John M. Coffee, Jr. - P.O. Box 1204 - Boston 4, Mass.

APPLICATION FOR MEMBERSHIP

199 Faye Marion Palmer - 1220 W. 95th Street - Los Angeles 44, Cal. Age 35, Stereotyper. Collecting 6 months.

CHANGE OF ADDRESS

162 Charles H. Schwab - 126 Sumner St. - Newton Centre 59, Mass.

FOREIGN TOKENS IN BALTIMORE
By Paul Fleming

Streetcar tokens from 277 cities--including Anchorage, Alaska, and Honolulu--have been dropped into Baltimore Transit Co. fare boxes. On the average, about 20,000 such wrong ones turn up every year. That's in spite of the best efforts of company men and some other people to keep only Baltimore tokens in circulation. For the "Foreign" ones cost time, labor and money. All motormen have been instructed to accept such tokens without question--but for only one reason. This is, that the company knows its attempts to weed them out of its huge supply are never completely successful, and as it unintentionally issues some itself it can't refuse to accept them. The ones that get by its sorters, however, are pretty surely the minority; the new ones that people keep dropping into the boxes account for most of the 20,000 a year. And how some of these get to Baltimore is a mystery.

Those from nearby cities are easily explainable. A Baltimore salesman, for example, may make trips to Wilmington, Philadelphia, or New York and ride the streetcars there, and at the end of a trip have some tokens left over. These, upon his return here, he thoughtlessly or otherwise drops into B.T.C. boxes. The Alaskan and Hawaiian tokens--of which there have been an appreciable number--are less puzzling than they at first might seem. They were brought back by service men. But many of those from in-between points, which represent practically every state in the union, can only be accounted for on the assumption that they worked their way to Baltimore city by city, a few hundred miles at a time. Weeding out these foreign ones is particularly difficult because tokens everywhere are similar in size, shape and general appearance. There is no machine that will sort

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them; it's a tedious hand job. The company issues tokens to its motormen, and to bulk buyers, in paper-wrapped rolls of 50, and the best it can do by way of sorting is to have the operator of the speedy wrapping machine pick out of the mass as many as he can detect and snatch. The Maryland workshop for the Blind and various Government agencies, which buy tokens for distribution to their employees, regularly pick out all wrong ones just to avoid any possibility of dispute with a motorman. They set them aside and the next time they buy tokens trade them in for Baltimore ones. The foreign tokens accumulate at the B.T.C. offices. Every two years or so Arthur J. Adams, chief teller, cleans house. When he did that at the beginning of this year he had 40,000. Of those, 25,000 were from Washington. There were many from New York, Philadelphia, Wilmington and Newport News. And there were anywhere from 2 to several dozen from 270 other cities. Sorting them was a terrible job, Mr. Adams says. The first step was simple enough--putting them into piles according to the cut-out letter that many have in the center. But sorting from each pile, then, according to the different companies that have the same initial, was more difficult. The W's in particular, Mr. Adams says, were murder. When he had read the fine print on them he found they were from Washington, Wilmington, Wichita, Winona, Minn., Waukegan, Williamsport, Warren, Ohio, Waterloo, Ia; the now defunct Wetzelberger Lines of Baltimore and from the Warren-Bisbee, West Ridge, Woodlawn, and W.&S. lines, four that are entirely unknown to him. Mr. Adams exchanges tokens directly with transit companies in about 50 cities. For example, he may send 250 New York tokens to the company there. In return it will send him 250 B.T.C. tokens it has accumulated. The exchange is made token for token, regardless of what the tokens cost in the respective cities. If the New York company has more tokens than B.T.C. can trade for evenly, it sells the excess back at the New York fare rate--the rate at which the tokens had been used. If the B.T.C. has an excess of tokens from New York, it sells them back at the Baltimore rate. Transit companies in about 30 cities prefer to ship their foreign tokens periodically to an exchange in Longmeadow, Mass. It divides them into 2 groups--tokens of companies which will redeem them, and tokens of companies which won't--either because they don't want to bother or because they have gone out of business. Unredeemable tokens are thrown away. The redeemable ones are bought for 8 cents apiece regardless of face value, and sold back to the company that issued them.

A number of Steel City tokens now circulating are said to represent a system that never operated. Mr. Adams once sent the exchange some taken from B.T.C. fare boses. An exchange official explained that in Steel City--he didn't remember where it was--a streetcar line was organized and its tokens stamped out. The line's franchise was turned down at the last minute, but its tokens somehow got into circulation and are still turning up all over the country. So much for tokens. As for other things that turn up in the fare boxes: a coin collector says the B.T.C. offers the poorest pickings in the East for foreign coins. Baltimoreans drop in hundreds of other strange items, however--buttons, lipsticks, car fuses, golf tees, nuts, bolts, religious medals, play money, small rubber balls, bits of glass, rings. The company saves such things, for there are calls for them from time to time. There's almost always a call for wedding rings, fraternity pins and the like, and for buttons which are hard to replace. Recently there was a call for a gold tooth, wrapped in a bit of green paper. It was returned.

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INDIANA
New Albany 680 (reported by Frank Greene)
HOME TRANSIT INC. (BUS)
D WM 16 Bar Good For One Fare (bus) $0.15

MISSOURI
Springfield 860 (reported by Johnnie Jones)
SPRINGFIELD ELECTRIC ST. RY SPRINGFIELD MO.
G o B Ov Sd One Full Fare (Sc) 3.50
KICKAPOO TRANSIT CO. SPRINGFIELD MO.
H o A 20 Sd One Fare Student Ticket 3.50

OHIO
Cleveland 175 (reported by Max M. Schwartz)
BROOKLYN LINE ONE FARE
AC o Cp 22 Sd (same as obverse) 3.50

PENNSYLVANIA
Turtle Creek 920 (reported by Bill & Corinne Black)
McCOY BROS. TURTLE CREEK, PA.
C S 21 Cs-sc Good For One Fare (bronze-plated) .15

RALPH FREIBERG'S COLUMN

The way new discoveries are reported, it seems as though one month there is a famine and the next month an excess. Have some new issues to list and have a few more for next month, but want a little more information on a couple so can have more of an accurate listing. Anyhow this month we have a couple of nice tokens listed by Johnnie Jones. We had made mention of this brass token a while back and in the meantime Mr. Jones made inquiries if anyone had remembered the token. He finally found a couple that worked for the company and was told that they were used and then later on replaced by tickets. Just recently they were wrecking the old car barn so Johnnie went looking through the ruins in hopes of finding some more of them, but no luck. But he did find another token from an old mule car line that operated in Springfield. There was an article about this line, so if Mr. Coffee can find room to publish it, you will find it elsewhere in this issue. So even though the streetcars were running, this old mule line still operated up to 1903 because they had a franchise to run on a certain street and held out because the streetcar company would not pay the owner the price he wanted.

Also another one of those celluloid tokens of the Brooklyn Line of Cleveland has been turned up by Max Schwartz. It seems every time I knock off a couple from my want list more old ones seem to show up so my want list seems still to be as large as ever.

Frank Greene has reported a new token from New Albany. This is the same outfit that runs a bus line from New Albany to Louisville. The fare over the bridge to Louisville has been raised to 15¢ and tokens eliminated. However, the fare in the city of New Albany was raised to 15¢ or two tokens for 25¢. Tokens had never been used by the bus company in the city before, but just for the operation across the bridge to Louisville. Recently the operation across the bridge

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changed its name to Daisy Lines.

A letter from Bill and Corinne Black came with the plated token of Turtle Creek. They had been in use for some time and are getting scarce as nothing was known about these tokens when they were plated. Not too sure at this time if enough of them can be obtained by John Nicolosi for the new issue service, but an effort will be made.

Mention was made last month of a token from Cherrydale, Va. At first it was thought it was a new issue, but now it appears more to be an obsolete issue of a line that was taken over by the Arnold Lines (see DC 500 AB). So I am uncertain as to just when it was used. This token was reported by Mr. Sherr, a new member to our ranks. However the only reason I have not listed it yet is that Cherrydale is not large enough to be called a town, so it may be listed under Arlington, Va. It is B 23 Sd COMFORT BUS LINE CHERRYDALE R.S. JOHNSON on both sides. Maybe it will be a good idea to check all companies in that vicinity who use 23mm tokens and inquire if they have any of these among their foreign tokens.

Last month we had the first part of our list of known patterns. This list is drawn up rather haphazardly and is listed in the order of tokens reported to Mr. Atwood and myself, and consisted of 15,16, and 17mm tokens. In the very near future we shall list those known of sizes larger than those already listed. There will also be more in the 15,16,17 sizes, but I wanted this in The Fare Box so everyone could check against his own collection. Mr. Schwartz feels that they should be listed in better order, by states. So if anyone should have any tokens known as patterns, please let us know about them. As Mr. Coffee mentioned last month, some patterns have been used by companies rather than disposed of. To those who don't understand, a pattern is a sort of proof. So if someone orders tokens, sometimes they are submitted proofs say anywhere from one to a hundred or more designs or metals. Then the officials of the company decide which ones they will want. There is one group listed last month, numbers 53-60, which I believe represents tokens given to companies in proofs of zinc, steel, and brass. Then the company picked out the metal they liked and the tokens were ordered. You will note I have listed a zinc token for Sioux City and then silver-plated brass tokens were ordered. I see I pulled a boner on number 59, as it should be brass. Owensboro decided to order the zinc ones and so am deleting Ky 670 E and F and putting them in the pattern list. Cooke St. Line had choice of steel or zinc but they took zinc, so I am deleting the steel token, Conn 560 H, and putting it in the pattern list. Also deleting Ind 860 F and putting it in the pattern list, as the company ordered steel tokens. However, as for actually being used as fares, a lot of these tokens were very similar to other tokens being used by the companies in appearance, and could probably be distinguished only by someone knowing about them such as vecturists.

Morton Dawson reports on the Benton Harbor token, Mich 75 J. It seems that when the fare went from tokens to a straight cash fare, the local mail carriers were issued Mich 75 J to be used in lieu of cash fare, by the local postoffice so they would not have cash issued to them. It was figured that some of them might walk and save the money for their own use. Consequently, this token was never used by the general public.

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MAVERICKS
By Ralph Freiberg

There is no doubt that there have been a number of new collectors since we put the Check List out who are missing some of the supplements. With Mr. Coffee's permission I think it will be possible to relist all mavericks listed since the Check List was printed. A maverick list is a place to list something until we find out where it is from. Also in the future some tokens will be listed in it until we find out both where they are from and what they are. Note the listing #65, as this may not even be a transportation token. Still it is better to list it somewhere. Tokens #61 and #62 were mentioned by Mr. Coffee in last issue. Token #63 was just picked up by Don Thrall at a coin shop. Athens token #64 is in the possession of Mr. Schroeder and #65 is in Mr. Schroeder's collection and in Mr. Atwood's collection.

CORRECTIONS ON OLD LISTINGS

~~19~~ delete (now Tex 810 E)
27 delete (trade check)
31 delete (Calif 110 D)
32 delete (Ohio 25 A)
~~33~~ delete (N.J. 220 A)
34 change BRANN to BRAHN
38 delete (N.Y. 395 A)
~~41~~ delete (Tex 810 F)
~~42~~ delete (Conn 235 C)

UNIDENTIFIED TOKENS REPORTED SINCE JANUARY, 1953

W.D. DRAY LINE
44 B 26 Sd 25 (Sc)
HOLY TRINITY SCHOOL BUS
45 B 20 Sd (blank)

46 (removed from Maverick list. Now NY 595 A)
47 (removed from Maverick list. Now Mich 885 C)

W.F. CO. ROUND TRIP 40¢ (incuse letters)
48 B 29 Sd (blank)
GOOD FOR ONE FARE CITY BUS LINES (BUS)
49 WM 23 Bar Keel & Bennett Insurance Agency (bus)

50 (removed from Maverick list. Now NY 800 A)

GOOD FOR ONE FARE MODEL BUS R C
51 Bz 16 Ball (same as obverse)
GOOD FOR LOCAL ZONE RIDE
52 B 20 Sd Good For ½ Fare
FRIENDLY PEOPLE BUS LINE
53 B 20 Sd One Fare
CHURCH & SPRUCE STREET RAILROAD
54 Vi 22 Pc Good For One Fare
LUDLOW TRANSIT INC.
55 B 21 Sd Bus Line Good For One Fare
LAKEVIEW
56 A Oc Pc Good For 1 Ride (20mm)

57 (Removed from Maverick list. Now Ill 760 B)
58 (Removed from Maverick list. Now in Pattern List, from Rock Island, Illinois)

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				THE LUDLOW HOUSE BUS LINE
59	B	28	Sd	Return Check
				CAMP TAYLOR BUS
60	B	20	Sd	Good For 1 Fare
				C.C.R.I. RY. CO.
61	WM	19	Ch	(same as obverse)
62	K	19	Ch	(same as obverse)
				FERRY TOKEN
63	B	28	Sd	(blank)
				ATHENS TRANSFER CO. WARREN BROS.
64	A	24	Sd	Good For One Seat
				J. SOLANAS & CO. TRANSFER LINE (OMNIBUS)
65	WM	33	Sd	(blank)

BOSTON'S EASTERN RAILROAD TOKENS

These tokens were issued, it is conjectured, by the Eastern Railroad, which we believe is now a part of the system of the Boston & Maine Railroad. The Eastern Railroad was incorporated in 1836, and extended from Boston to Portland, Me., a distance of about 105 miles. It was opened for traffic to Salem in 1839; to Portsmouth, N.H., in 1840, and to Portland in 1842. From the design of the locomotive on this check one might suppose that it had been issued some time in the early forties, as it resembles the Rocket of Stephenson, but with a pony truck of four wheels instead of two as used on the former locomotive. The four-wheeled pony truck was an American invention and was placed on a swivel to enable the American engines to negotiate curves with facility, while the pony wheels of the early English engines were rigid. There is another variety of this piece with the reverse showing the inscription "UP CHECK".

- Coin & Medal Bulletin, April '16.

NEW ISSUES NEWS

We start the New Year with a new one from New Albany, Indiana. The Home Transit, Inc. Mr. Frank Greene obtained these for us, and to him our thanks. The last six months of 1955 were not so bad. Let's hope that in 1956 we can do a lot better, and add lots of new issues. I am working on a couple more new issues now, one of which I hope to receive very soon. I shall send both when I get this last one.

Those of you who wanted the two from Sherbrooke, Quebec, will receive them as soon as my order comes in. It takes two to three weeks to get them from Canada.

Many thanks for those nice Christmas cards.

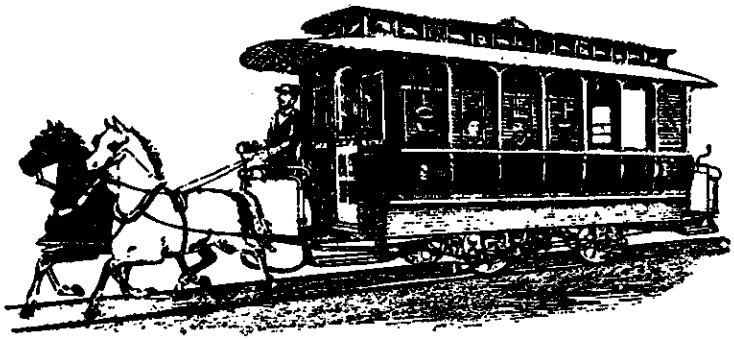
- John G. Nicolosi

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2579 35th Ave.
Oakland 1, Calif.

VOLUME 10 FEBRUARY, 1956 NUMBER 2

Mr. Kimmons has asked me to mention that the A.V.A. now owns the slides shown last summer at the Seattle Convention, and they will be shown at Minneapolis this year. Mr. Fouts informs us that if any member, club, or group, wants slides made of their rare tokens, they can have them made up through him at the rate of 60¢ each plus postage and insurance both ways. These are taken in color and mounted in metal mountings, best that money can buy.

Mr. Eisenberg has asked me to prod those members who still have not sent him their $2 1956 dues. Quite a few have not yet paid up, so please get busy on this right away.

I am particularly gratified at the response of the many members who have sent in articles for publication in The Fare Box. This is what we need. Now for the first time in many months we have a backlog of articles. But please keep it up. We want your articles!

Thanks to increased publicity and more activity among collectors, our membership now stands at an all-time high, with more applications coming in every month. If you know someone interested in the hobby, see what you can do to bring him into the fold. I'll do my part by sending out sample copies of The Fare Box any names you send me.

Mr. Smith writes that he hopes to have the first pages of the Foreign Check List ready for the March issue. It is a tremendous task, but it will be quite an improvement over the old list. And speaking of lists, we have decided to limit the 25 remaining unsold copies of Atwood's Check List to A.V.A. members only who do not now have a copy of it. Our Check List troubles are going to begin all over again as soon as these are gone.








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THE NEW DISCOVERIES FROM MOLINE, ILL.
By L.A. Hensley

I found the two Moline tokens last summer, but decided not to report them until I had a chance to find out as much as I could about them. And the following is what I was able to discover about the MOLINE tokens, from a former employee and later an official of the company who is, I believe, better than 90 years old and who retired some time ago.

These two were used by Moline Central St. Railway Co. of Moline, Ill., and at the same time as the Cc 23 Sd token which was in 1890's and up till the early 1900's. This man remembered the smaller one on sight but did not remember the larger one, so evidently the larger one is the older one, and were all or most all lost and destroyed before he started working for the company which was about 1894. This company was taken over by the Tri City Railway Co. in 1907, I believe he said.

THE TRI-CITY RAILWAY BRIDGE TOKEN OF ROCK ISLAND
By L.A. Hensley

One of the employees, who still works for the Tri City Railway (or rather it is now Iowa Illinois Gas & Electric Co.), says that he remembers this token. Then I talked to Dr. Sherrard of Moline, Ill., who used to have a collection of tokens, and he said that he did have one of these in his collection, and that they were used around 1919, but not for very long. He said that there was what they called a Bridge Loop Line that ran across the Government Bridge and into the Arsenal, then in a short loop in both Rock Island and Davenport business sections. And one of these tokens was used for that part of the ride, then another token was used to go on out after transfering, to other parts of both towns. I received the impression from talking to both men that this token was probably used principally by Arsenal employees. (This discovery reported in this issue: Ill 760 I.)

Mr. Hensley also reported the existence of the following, probably samples. (1) a token exactly like Ill 760 D, but in Zinc. (2) a token exactly like Ill 760 G, but made of some metal composition, a cross between white metal and zinc, perhaps. (3) a token similar to Iowa 270 B, but silver-plated.

He also reports that all tokens listed under Rock Island and Davenport (except Ill 760 C and H) were good for fare in all three towns of Moline, Ill.; Rock Island, Ill.; and Davenport, Iowa. The main office of both Tri City Railway Co. and Iowa-Illinois Gas & Electric Co. was always in Davenport. However, they did have a branch office in Rock Island most of the time.

The Tri City Railway Company took over the Muscatine Railway Co. about 1907 and operated that system for some time.

Atlantic City, N.J., went from trolley car to bus operation on December 28, 1955. In order to accommodate everybody who wanted to ride on the last trip, a 20-car train was hooked up.

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CALL FOR NOMINATIONS

The Constitution and By-Laws of the American Vecturist Assn. (Article V Section 1) provides for the election of officers to be held at the annual convention which this year will take place on August 4 and 5 at Minneapolis, Minn. To initiate such proceedings I do hereby issue a call for nominees. These may be made by any member in good standing.

Nominations in writing are to be sent to the Secretary, William E. Eisenberg - 2717 W. Carson St. - Pittsburgh 4, Pa., who will thereafter communicate with the proposed nominee, requesting his or her acceptance. Such nominations will be published in subsequent issues of The Fare Box, together with the action of the nominee thereon. Nominations will close on May 5, 1956.

All five offices, President, Vice-President, Secretary, Treasurer, and Curator, are open for nominations. If you desire to make any nominations, please do so at an early date.

- Eroy L. Kimmons, President.

NEW HAMPSHIRE TOLL ROAD TOKENS
By J.M. Coffee

A friend of mine who travels weekly between Boston and New Hampshire informed me this week that the New Hampshire Turnpikes now use regular toll road tokens. I was pleased and surprised by the news, and asked him to obtain a supply of both kinds, which I have forwarded to Mr. Nicolosi for the New Issues Service.

The tokens are described as follows:

NEW HAMPSHIRE PUBLIC WORKS AND HIGHWAYS ("THE OLD MAN OF /THE MOUNTAINS")

WM 16 A-sc (same as obverse)
B 23 B-sc (same as obverse)

The small token sells in rolls of 30 for $2 (face value 10¢) and is used on the seacoast turnpike from the New Hampshire-Massachusetts State Line to Portsmouth. The toll is 20¢, so it's necessary to give the man 2 of the tokens. The toll booth is located at Exeter, N.H., so I would suggest that we list this token from Exeter.

The large token sells in rolls of 30 for $3 (face value 15¢) and is used on the turnpike running from Manchester to Nashua. The toll is 25¢, so you must use one of each kind of token, or the large token plus a dime. Toll booth is located at Reed's Ferry, so I think this larger token should be listed from Reed's Ferry. They use automatic fare collection at Reed's Ferry. Hand-to-hand at Exeter. While the 2 types of tokens are accepted interchangeably on either highway, the small one is sold only at Exeter; the large one only at Reed's Ferry.

The picture on the tokens is the same as on the recently-issued green 3¢ postage stamp "Live Free Or Die" honoring New Hampshire. The cut-out letters are very small, located off-center. To the best of my knowledge, these are the only toll road tokens currently in use in the country, but others may turn up as toll roads increase.

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THE TWENTY-SIXTH STREET FERRY TOKEN

By Ralph W. Winant

In March, 1946, a collector with whom I corresponded informed me of the use of tokens by the 26th Street Ferry Co. of Proctorville, Ohio. My interest aroused, I wrote them with the hope of purchasing a few. They replied that they did not care to sell any quantity of their tokens, but they would let me have three or four at 25¢ each for my collection. Twenty-five cents was the round trip fare, with a paper ticket used for one-way fares.

Two years later I learned that the 26th Street Ferry had discontinued service when a new bridge had been built across the Ohio River. So, again, I wrote them to inquire what disposition had been made of their tokens. Their answer was this: they had 120 tokens remaining which they would sell me at a price somewhat lower than their face value. Taking advantage of their liberal offer, my purchase of these 120 ended the original source of the Ohio 750 A. Then in order to distribute these tokens to other interested collectors, I advertised them in the November, 1948, issue of The Fare Box at the price of 25¢ each or 5 for $1.00. At the present time I have but 3 of the Ohio 750 A remaining, one of these being round instead of octagon. However, I never reported it as a rarity because it appears someone has changed its original shape on an emery wheel.

The 26th Street Ferry operated across the Ohio River between Proctorville, Ohio, and Huntington, West Virginia. If I remember correctly from a picture post card I once had, its capacity was only four automobiles. Unfortunately, I do not know when these tokens were first used; and I would appreciate any information another collector might have.

NEW ISSUES NEWS

Mailed to you last month: Home Transit and Aurora-Elgin tokens. Another new one for this month, League Island Ferry, discovered by Dan DiMichael, who sent me a supply of them for you subscribers. Will mail to you this month, along with a new one from Kinston, N.C. (if it arrives this month). Also working on Sunrise Ferry token.

I wish again to thank Dan DiMichael for getting the League Island tokens, and also for this information: this company is a subsidiary of a New York concern. It operates from Philadelphia Navy Yards (League Island) to National Park, N.J. It is used only by naval personnel and civilians who work at the Navy Yard.

Also mailed last month the Sherbrooke, Que., tokens to those who ordered them. Mrs. Black of McKeesport, Pa., has tried to get me a supply of the plated Turtle Creek tokens, as the company will not answer my request for them. Mrs. Black made a special trip to Turtle Creek to try to obtain these tokens. The owner, Mr. McCoy, says he has only a very limited supply, and cannot part with any at the present time. He states that they may order new tokens, when the supply of plated ones is exhausted. So we may have another new one to add to the collections.

- John G. Nicolosi

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THE OAKLAND BROOKLYN & FRUITVALE RAILROAD

This railroad (which issued Calif 575 A) was organized in 1871 with a capital stock of $100,000. Hiram Tubbs, with his associates Messrs. Shattuck, Bray, Snyder, and others, built the line primarily to serve guests of the famous Tubbs Hotel on East 12th Street, a social center for the elite on both sides of the Bay, and the scene of much gaiety and high living. Popularly called the Tubbs Line, it continued to operate long after the hotel was burned to the ground in August, 1893.

Other than the steam railroad on 7th Street, it provided the only rail transportation from the center of Oakland to areas east of Lake Merritt for more than 20 years. Purchased by Senator Fair, along with properties of the Oakland Railroad, it--unlike the latter road--remained unchanged other than terminating at 12th & Broadway instead of 7th St. When Fair pulled his railroad stakes in this area, it was acquired by Pacific Improvement Co., an affiliate of the Southern Pacific Railroad, under whose control service of a sort was continued until a visiting S.P. official inquired about its ownership. When told of its possession by the Improvement Co. he ordered immediate termination of the line.

One of its few remaining cars, still lettered with the original destination signs, later was used on San Pablo Avenue, from the Park Avenue terminus of the cable cars to Klinknerville, as the present Golden Gate district was then known.

- Oakland Tribune, Jan. 22, '56

S.A.R.T. OF SAN ANTONIO AND OTHER LINES

While stationed for a short time near San Antonio, Texas, I spent a Saturday afternoon at the city's public library to get the story on two former Maverick tokens now known as Texas 810 E and F. I found that the San Antonio Rapid Transit St. Ry. Co., usually referred to as the Alamo Heights Lines, existed for a 10-year period, 1892-1902. The San Antonio City Directory of 1893 speaks of this particular line as a marginal line--there being 3 street railways in existence during this period. The first street railway system in San Antonio was the San Antonio Street Ry. Co. "One of the leading improvements in our city is the construction of a line of street railway from the Alamo Plaza to the San Pedro Springs, 2 miles in length. This line was completed July 4, 1878, and in the first 6 months which it did business, carried 105,000 passengers. It has now 6 coaches, one open car, one construction car and 25 head of stock." (from the S.A. City Directory 1879-80)

Besides the two lines already mentioned, two other street railway lines operated in San Antonio during the late 1880's and 90's. They were the West End Electric St. Ry. Co. and the San Antonio Edison Company. During 1902 and 1903 a new company, the S.A. Traction Co. purchased the franchises of these 4 lines, thus consolidating the city's street railways under one company with 45 miles of line and 100 cars. Throughout all this period the only mention of fare was the nickel with all four of the earlier lines, so the dates of the actual use of the tokens, Tex 810 E & F, are still a mystery.

- Harold Ford, Jr.

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For Sale: Ill 760 B as corrected in the October Fare Box, $5.00. Ill 760 A, $1.00. Ill 795 G, $10. Ill 795 H, $5. Iowa 160 A, $1.50 Iowa 230 B, $3. Iowa 270 A, $1.00. Iowa 390 A, $5.. Iowa 590 A, $10. Iowa 640 A, $10. Remittance with order. Postpaid. Please NO want-lists.

L.A. Hensley - 1616 Spencer St. - Omaha 10, Nebr.

If you have a token I need and it is catalogued for $1.50 or more, I will trade any one of the following tokens, even up: Mass 970 D, Minn 540 A, NJ 185 A and Wisc 510 B (no circles).

Morton H. Dawson - 182 Whiting Lane - West Hartford 7, Conn.

For sale (stamp please) - Calif 110 D (both types) each 15¢. Alaska 500 A; N.D. 600 B (no rim); Pa 70 A and B (lge & sm square); Minn 600 A.

John G. Nicolosi - 2579 35th Avenue - Oakland 1, Calif.

I have a FOR SALE LIST of 180 different 15-cent tokens. Will mail to anyone interested. Please note new address:

Chris J. Cook - 2794 Revere Drive - Cuyahoga Falls, Ohio

I have managed to locate six more R.I. 700 C since I ran out last month. Will sell them for $1.00 each to anyone interested. Also I have the following for sale at catalogue: Ind 960 A (only 1); Iowa 300 D and E; Iowa 930 B (only 1); Mass 550 D; Ontario 125 A. Also DC 500 M for 25¢ (half catalogue). A stamped envelope and cash in advance will be appreciated.

J.M. Coffee, Jr. - P.O. Box 1204 - Boston 4, Mass.

APPLICATIONS FOR MEMBERSHIP

200 Walter Jagiello - Route 5 - Harrison, Arkansas
Age 47; Motor Court Manager. Collecting 6 months; 90 pieces.

201 Wilton Merrifield - 1411 English Avenue - Indianapolis 2, Ind.
Age 43; Filling Station Equipment Mechanic. Collecting 2½ yrs.

202 Miss Winifred Perry - 114 E. 22nd St. - Houston, Texas
Age 28; Clerical Worker. Collecting 10 yrs. 40 pieces.

203 Mrs. Mary Lake - 1509 First, North - Seattle 99, Washington
Age 38; Clerk. Collecting 12 years; 1,000 pieces.

CHANGE OF ADDRESS

86 Chris J. Cook - 2794 Revere Drive - Cuyahoga Falls, Ohio.

CHANGE ILL 25 C TO GREEN BAY, WISCONSIN

Mr. Nicolosi has received a letter from the Green Bay Chamber of Commerce which indicates that the token formerly listed as Ill 25 C is really from Green Bay. The letter follows:

"About 50 years ago there was a streetcar service in Green Bay which used red celluloid tokens. They sold for six for 25¢ and were good for one fare. The gentleman that we contacted to get this information from explained that if there were any such tokens around at the present time, they were probably collectors' items. He also said he would like very much to find one for himself but thought it would be quite impossible..."

This, plus other information on hand, satisfies us that the token should be changed to Green Bay, and it will be so listed in the future.

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RALPH FREIBERG'S COLUMN

As I noted last month, we have several tokens to list this month. First of all we have a token for the Aurora Elgin Bus Line. I have noted at the end of each year that Mr. Coffee makes an index of articles appearing in The Fare Box during the past year. As I have a few comments to make about this particular token, look elsewhere for the comments on Elgin and Aurora. By making separate articles in this manner, it will be easier to find definite information about tokens in years to come as we consult our back issues.

Next we come to a token from Indianapolis. When it was first discovered I thought it might be a pattern or something, but Mr. Schwartz was able to get some information that it was used by Government employees. Regarding tokens used by the government we also have a bunch of tokens used by postoffice employees or mail carriers. As this should rate some special comment, I'll do so under that title in a separate article. It is possible that this Indianapolis token was a postoffice token, but they are not obsolete and maybe they will be tougher to find than the price indicates.

As for the token of Elizabethport, N.J., I'll also have that in a special article about Staten Island Ferry tokens.

I've been unable yet to find out anything about the Las Vegas, N.M., token. However the token was found in a coin envelope and on the coin envelope was written "1898" and words to the effect that the toll road ran from Las Vegas to Porvenir. We had hoped to have received a letter from the Chamber of Commerce with more information on this road, but so far nothing. A coin dealer had acquired this token along with other coins and tokens, and in turn Don Thrall purchased this token from the dealer.

Now we come to another ferry token. I am unable to get much information on the rates of fares on the various ferries. I subscribe to several periodicals which sometimes give me information on fares of buses and streetcars, but nothing on ferry rates. So if you see a ferry operating somewhere, be sure to ask if they use tokens--and remember not to believe the first person you ask, because sometimes he may say No as a matter of policy. Anyhow, this ferry token turned up by Daniel DiMichael is used on a line than runs to League Island, which is a part of the Navy Yard at Philadelphia. It is larger than most tokens and it is unlikely that it would show up through fare boxes. The token had been in use for a while before we found it.

I pulled a boner on the Turtle Creek listing; it should have the same reverse listing as Pa 920 A. These tokens have been plated for a little while, and the company is short of tokens at the present time, so maybe they'll be a little hard to get for the New Issue Service. But perhaps the owner may order some more tokens of a different metal and then will let out more of the Bz-plated steel ones to collectors.

The Kinston, N.C., token is probably a reorder of tokens from a company that during the war years had steel tokens, then later discontinued tokens with a straight fare, and now is back again on tokens and, supply being low, ordered more which would be other than steel. I believe they are now on a 2 for 25¢ fare.

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I have a little more information on that Cherrydale token, used in a suburb of Arlington, Va. This bus line was a sort of jitney service running from Cherrydale to Rosslyn, which was later taken over by Arnold Lines. This operated possibly about 30 years ago so it is possible it will turn out to be a very scarce token. Another case of present price not being an accurate one, for the moment.

We have some more old tokens to report...from Moline, Illinois. As Mr. Hensley did some research on these tokens I am sending his letter to Mr. Coffee to print the information. I'm listing the Moline tokens at the top price as I doubt if many of these will show up. But on the other old one, am listing at a lesser price till we know if any more will show up.

TOKENS USED BY MAIL CARRIERS

In many cities and towns of this country the mail carrier in taking his load of mail for his route takes the bus or streetcar to the place where his mail route starts. In some cities the mail carriers just get on the bus and as long as he has his load of mail he gets on free--at least that is what a lot of people think. However, it is estimated each year how many trips are made by these men and then a sum is paid to the transit company at the end of the year. But other places are on a more strict accounting of how many men use transportation are are therefore in the habit of issuing tokens which are then purchased by the postoffice from the transit company. These tokens are used in lieu of cash as otherwise perhaps some of these people would use their cars and pocket the money, or sometimes if they are given the same tokens used by other people, they would pocket the tokens. So in some cases they have tokens of different color or design. In the January issue there was mention of a mail carrier token from Benton Harbor, Mich. I had found this token through the parking meters of that city. More or less it was an accident that one of these turned up. Possibly the token mentioned in my notes above was a mail carrier token from Indianapolis. Note Ohio 230 L is another postoffice token. And if you went through the Check List you would find others. Also probably a lot of those 21mm tokens used in the middle West known as nickel tokens might have been used this way. However, the point I want to bring out is this: anytime you see the mailman get on a transit vehicle, please note if he has to pay a fare and if so, what does he use? Possibly there are some of us who could then note some new discoveries.

SEATTLE TO HOLD MAIL AUCTION IN APRIL

The Seattle Transportation Token Club will hold one of its regular mail auctions this April. All collectors are asked to save out a few of their better duplicates and send them in for the auction. You get the proceeds less 10% commission. These auctions have long been a valuable guide to the values of tokens. While no common tokens are wanted, anything "better than common" will be welcome. Please have lots in Seattle by March 15. Anyone may send in lots, but only STTC members are eligible to bid in the auction itself. Anyone may join STTC, the world's oldest transportation token organization. One dollar a year. Send auction material and inquiries to:

Seattle Transportation Token Club - 609 Peoples Bldg - Seattle 1, Wash

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ILLINOIS
Elgin 270 (reported by John Nicolosi)
AURORA ELGIN BUS LINE TOKEN (BUS)
C WM 16 Ball (same as obverse)(one slot) $0.15

Moline 580 (reported by L.A. Hensley)
M. C. ST. R.R. ½ FARE (incuse letters)
B o B 0c Sd (same as obverse)(26mm) 3.50
C o B 0c Sd (same as obverse)(22mm) 3.50

Rock Island 760 (reported by L.A. Hensley)
TRI CITY RAILWAY CO. BRIDGE
I o Bz 16 B Good Only 6 to 7 AM - 5 to 7 PM 1.00

INDIANA
Indianapolis 460 (reported by Frank Greene)
INDIANAPOLIS RAILWAYS (MONUMENT)
AB o B 23 Bar Good For One Fare .25

NEW JERSEY
Elizabeth (Elizabethport) 220 (reported by Max M. Schwartz)
SUNRISE FERRIES, INC.
A o WM 23 St-sc Good For One Passage (ex Maverick #33) .10

NEW MEXICO
Las Vegas 430 (reported by Don Thrall)
TOLL ROAD PASS M ROMERO
C o B 28 Sd 25 (Sc) 3.50

NORTH CAROLINA
Kinston 475 (reported by Max M. Schwartz)
KINSTON TRANSIT CO.
B WM 23 K Good For One Fare .15

PENNSYLVANIA
Philadelphia 750 (reported by Daniel DiMichael)
LEAGUE ISLAND FERRY CO.
AT WM 27 Sd Good For One Fare .15

VIRGINIA
Arlington 65 (reported by Julius Shern)
COMFORT BUS LINE CHERRYDALE R.S. JOHNSON
B o B 23 Sd (same as obverse) 2.00

TOKENS DROPPED FROM THE CHECK LIST

At the close of 1953 we had eliminated some tokens from the Check List. I am repeating these listings for the benefit of those collectors who have joined our ranks in the last couple of years. Notice of these appeared on page 17 of the Feb. 1954 issue of The Fare Box.

1. Ill 665 B - mistake in metal; new listing as Ill 600 C.
2. Mich 525 K - mistakenly thought to be bronze when really brass.
3. NY 630 AL - we can find no evidence that such a token exists.
4. Ohio 30 B - mistake in color when reported.

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5. Ohio 115 B - false listing
6. NC 770 B - incorporated with 770 A as "shades"
7. Pa 575 F - incorporated with 575 E as "shades"
8. Tex 270 C - incorporated with 270 B as "shades"
9. Wisc 870 D - incorporated with 870 C as "shades"

At the close of 1955 we added the following to be deleted from the Check List:

10. Ark 480 H - no brass plated, but silver plated; use 480 G.
11. Ill 150 O - mistake in metal, as none exists.
12. Ill 795 F - token really vulcanite; pierced as experiment probably
13. Ky 510 Z - no official piercing of token
14. Ky 680 J - no verification of zinc metal; no one has the token.
15. Md 60 F - can find no verification of this token.
16. Mass 970 C - no celluloid token exists.
17. Minn 510 B - no evidence of such a token.
18. Ohio 175 L - mistake in spelling; same as 175 N.
19. Ohio 175 M - mistake in spelling; same as 175 O.
20. W.Va. 140 B - false listing; no such token exists.
21. Hawaii 540 B - deleted as only 540 F type stamped out.

The following have been dropped because they are believed to be patterns:

22. Conn 560 H (pattern for 560 F)
23. Ind 860 F - pattern for 860 D.
24. Ky 670 E - pattern for 670 D.
25. Ky 670 F - pattern for 670 D.
26. Ky 150 G - pattern for 150 F.

In group above (#22-26) the company was submitted more than one metal to pick from, and they selected the other metal.

For the benefit of the newer collectors, an explanation of the above. Many listings have appeared in the past because in compiling a check list, any information that could be obtained was used and listed. As time goes on, it develops that certain items should not have been listed for various reasons. In the future it is hoped that only authentic listings will get into our check list. But now and then, errors will occur.

No other tokens except those listed above have been dropped from our Check List, but there are a couple others still under investigation as to whether or not they should be dropped. However, if anyone thinks he has any of the tokens that have been deleted, please let us know about them.

- Ralph Freiberg

CORRECTION ON MAVERICK 63

The token listed among the Mavericks in January as #63, B 28 Sd FERRY TOKEN/(blank) -- turns out to have been listed for some time as Canada - Quebec 745 G. Mr. Schwartz pointed out our error to us. We really slipped up on that one. So delete #63 and put it back in Quebec where it belongs.

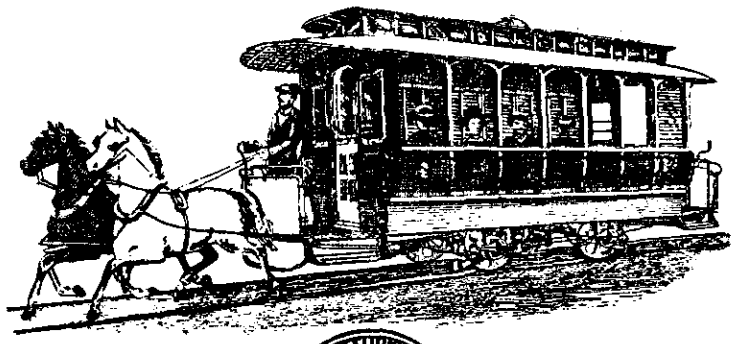
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THE FARE BOX

A MONTHLY NEWS-LETTER FOR THE COLLECTORS OF TRANSPORTATION TOKENS

New Issues Editor
RALPH FREIBERG
4142 - 26th Street
San Francisco 14, Calif.

Asst. New Issues Editor
JOHN G. NICOLOSI
2579 - 35th Avenue
Oakland 1, Calif.



Editor
J. M. COFFEE, Jr.
P.O. Box 1204
BOSTON, MASS.

Associate Editors
HARRY C. BARTLEY
ROBERT M. BUTLER
HAROLD FORD, Jr.

VOLUME 10 MARCH, 1956 NUMBER 3

WILLIAM C. PIPER

It is with deep regret that I must report the passing, last October, of William C. Piper (AVA 101). In addition to the A.V.A., Mr. Piper belonged to the A.N.A., P.D.T.C., Western Pennsylvania Numismatic Society, and the I.O.O.F. He was extremely well liked, and will be missed by his many friends in these organizations.

Once more The Fare Box has been delayed on account of the illness of the Editor. Now that Spring is upon us, I sincerely trust that my health won't interfere with the hobby any more!

Collectors will find enclosed with this issue several pages of Reverse types for British tokens. These are the first pages of the Foreign Check List, prepared by Mr. Kenneth Smith. These are printed on one side only, and details about them will be printed in subsequent issues. They are not part of The Fare Box, but are part of the new Foreign Check List.

Work has finally finished on the new pages for New York State, which were originally intended to be sent out with this issue. However, my illness and some last-minute corrections have made this impossible. With luck, pages for New York plus Indiana and/or Illinois will accompany the April issue.

At last we have managed to put the official A.V.A. seal on the masthead of The Fare Box. Some February issues went out minus any masthead. If you want one with a masthead, let us know and we'll send you one, with the new colored masthead.








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NEW ISSUES NEWS

This looks like a very good month for new issues. We start with six, as follows: Tulsa school; Dawson school; Lockport school; Kittanning; and the two new turnpike tokens obtained for us by Mr. Coffee. At this reading you should all have received them as they were mailed to you the first part of this month. Last month you were sent the League Island Ferry token and the Kinston, N.C., token. The Lockport school token has been in use for a couple of years now. On a tip from Mr. Freiberg I wrote said company and sure enough, I came up with the school token. Same thing happened on the school token from Tulsa Transit, so it pays to keep trying. Tulsa Transit has never used adult tokens and doesn't intend to. Have written several other companies in hopes of uncovering other school tokens, but as yet no answers. Nothing has yet developed on the plated token from Turtle Creek, Pa. Bear with me as efforts are being made to secure the tokens. Have a couple of irons in the fire, but not hot enough yet.

- John G. Nicolosi

NEW DISCOVERIES FROM AUSTRALIA

Mr. Kenneth Smith informs me that he has uncovered over 100 varieties of rare unlisted metal ferry passes from Australia. There are 3-month, 6-month, and annual passes in the batch, and Mr. Smith has a few duplicates for sale to collectors at $2.50 each, money back inside of two years if you aren't satisfied, if they are returned in the same condition as received. They come in all manner of strange shapes, and were issued in quantities limited to 20 to 100 each by the ferries. Write Mr. Smith for more details, at 328 Avenue F, Redondo Beach, California.

PITTSBURGH CHANGES MEETING DATE

The Pittsburgh District Token Collectors have decided to move the regular scheduled meeting of March 18 up to Sunday, April 22 instead. Time and location the same--2:00 p.m., Room 1208 House Bldg.

RESERVATIONS FOR THE MINNEAPOLIS CONVENTION

The annual A.V.A. convention will be held this year in Minneapolis, Minnesota, on August 4 and 5. Collectors who plan to attend are advised to get their reservations in early, because there are a number of other conventions being held at the same time there. So send your requests for reservations to Robert M. Butler - 731 East 26th Street - Minneapolis 4, Minn.

BACK ISSUES OF THE FARE BOX FOR SALE

Mr. Harry C. Bartley informs us that he has a complete set of The Fare Box, 1950-1956, for sale. Make offers direct to him.

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THE DREAMWOLD MOTORCOACH CO.
By J.M. Coffee

I recently visited the Copley Coin Company, located here in Boston at 581 Boylston Street, and purchased three interesting items. The first of these is a hitherto unknown transportation token described as follows:

DREAMWOLD MOTORCOACH COMPANY ARNOLD LAWSON PRES.
WM 22 Sd Good For One 70 Cent Fare

I knew nothing about the company, but learned that "Dreamwold" was the name of the estate of the wealthy Lawson family in Scituate, Mass. It was built by old Thomas W. Lawson who made his millions in copper and stocks. I understand he figures in the motion picture, "Girl in the Red Velvet Swing."

So I drove down to Scituate and made inquiries. No one remembered a bus line, but I did learn than Arnold was Thomas W's son, and "he was always dabbling in something unusual." The old mansion is now a restaurant and the family lost all their money in the 1929 crash. I also learned that Arnold Lawson had died about 1947, but a brother was alive in Boston. I called the brother, who directed me to the dead files of a Boston newspaper for information on his brother. He did say, however, that Arnold had started "the first deluxe motor bus service in New England." I called the Boston Herald and learned a lot about Arnold Lawson. But the important thing is that the Dreamwold Motorcoach Company was started in 1924 (on September 17, to be exact) and operated two buses (they were named after famous race horses on the estate) between Boston and Newport, R.I. Later another line was operated from Boston to Fall River.

Apparently the company was started mainly for its nuisance value, because in 1925, less than a year later, the Dreamwold Motorcoach Co. was bought out by the New Haven Railroad, which placed Mr. Arnold Lawson in charge of his own line plus a vast new bus network envisaged by the railroad, to be known as New England Transportation Company. So Arnold Lawson not only made a good profit on the sale of his tiny little bus line, he also landed himself a nice job with the New Haven RR as manager of a huge bus system, which was to be built around the old Dreamwold Company.

Consequently, this token could only have been used a few months, and will hardly turn up in quantity. At present it is unique. I hesitate to list it yet, because I don't know whether it was good on the Boston to Newport line, or the Boston to Fall River line. In those days, 70¢ probably paid the full fare from one of those cities to the other. Perhaps Boston would be the best place from which to list it.

THE OLDEST MANUFACTURER'S SAMPLE

Another token I found was a manufacturer's sample, described as follows:

JOHNSON FARE BOX COMPANY JFB (in script)
WM 20 Sd Good For One City Fare 6 for 25 (bronze center)

This is a very old type of token with a bronze center, probably made near the turn of the century; certainly the oldest one we have.

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For Sale: Neb 360 A, $1.00; Neb 540 O, $5.00; Neb 700 A, $10.00; Neb 700 B, $10.00; Neb 700 D, $5.00; Ark 435 B, $10.00; Ill 150 A, $7.50; Kans 640 A, $10.00; Iowa 730 A, $2.00; Iowa 910 A, $1.00; Iowa 930 B, $3.50. Remittance with order. Postpaid. Please NO want lists.

L.A. Hensley - 1616 Spencer Street - Omaha 10, Nebraska

For sale to highest bidder: a token bracelet, containing 22 16mm white metal tokens, with room for about 10 more if you wish to add. Bid starts at $1.50. Also for sale Germany 800 D at 20¢ (only 1) and a Minn 600 B for trade only.

John G. Nicolosi - 2579 35th Avenue - Oakland 1, Calif.

For sale - Maine 710 B at 15¢ for those that need this scarce token Please enclose a 3¢ stamp.

Morton H. Dawson - 182 Whiting Lane - West Hartford 7, Conn.

Have for sale or trade a few W.Va. 240 B. Want to buy Wash 250 E, N.J. 555 A, Mont 660 B.

M. B. McRobie - 1073 Pitkin Avenue - Akron 10, Ohio

I wish to trade Penna 750 AD for either Pa 750 AB or AC only.

Harry C. Bartley - 7012 Ohio River Blvd. - Pittsburgh 2, Pa.

Of interest to new collectors: For sale, Minn 540 AE 20¢, AF 20¢, AG 20¢, 590 A 20¢, 680 C 15¢, D 15¢, F 15¢, H 10¢, 730 D 15¢, 760 G 50¢, J 20¢, K 20¢, L 15¢ (2 var.), 820 E 15¢, 980 D 10¢, F 20¢; Mich 885 C 15¢, D 10¢; Ill 530 E 30¢.

Floyd O. Barnett - 6048 Stevens Avenue - Minneapolis 19, Minn.

For Sale at catalogue: Iowa 300 D and E; Mass 550 D; Va 620 H; D.C. 500 L and M; Ontario 125 A.

J.M. Coffee, Jr. - P.O. Box 1204 - Boston 4, Mass.

CHANGE OF ADDRESS

Atwood L. MacDonald - P.O. Box 56 - San Diego 12, California

A SET OF NEW DISCOVERIES FROM ALBANY

By J.M. Coffee

In addition to the two other discoveries discussed elsewhere in this issue, I also obtained an interesting little token, which is described as follows:

NEW YORK TO ALBANY ONE TRIP (SHIP) THE CLERMONT
Bz 15 Sd Robert Fulton 1809-1909 (picture of Fulton)

This token is listed in Kenney's catalogue of "so-called dollars" (a so-called dollar is a token struck the same size as a dollar, either gold or silver, and accepted for a dollar for a limited time, rather similar to Civil War cents). The catalogue notes that tokens bearing this inscription were struck in 1909 on the occasion of the Hudson-Fulton Exposition at Albany, N.Y. They exist in gold, silver, bronze, brass, and aluminum. The catalogue adds "Ex. Rare" after the descriptions. They were designed by Frank C. Higgins, modeled by J. Edouard Roine, and struck by Thomas L. Elder. I hesitate to list the token until more information is obtained. But it looks as though it was a token good for some special ride from New York to Albany in connection with the Exposition. If this is the case, we have a set of extremely rare commemorative-type transportation tokens here.

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FERRY AND OTHER TOKENS OF STATEN ISLAND

By Ralph Freiberg

No doubt we all have been noting the ferry tokens being found around Illinois and Indiana. Anyhow, there are some ferries running to Staten Island, N.Y., of which the noted Staten Island Ferry is the best known. This ferry is still running on a 5¢ fare but if the fare ever goes up there is a good chance of a token, if the rate is something besides a dime, since turnstiles are used by this company. It seems a good deal of companies use turnstiles in that vicinity.

There are a couple other ferries running from Staten Island of which I was not aware till my trip to the East Coast. First there is the Bayonne Ferry which crosses the Staten Island Sound, or that part which is known as the "Kill Von Kull." I never realized that this token, N.J. 30 A, was used on this ferry, and possibly the K on the token stands for "Kill Von Kull." The rate when the token was used was either seven or eight cents. The token was listed probably higher in price than it should have been because few of us knew where it was used or for what. This token listed under Bayonne as the ferry was known as the Bayonne Ferry. Then we come to the next ferry, which crosses the part known as the Arthur Kill, and is known as the Elizabethport Ferry, and this is where former Maverick #33 was used. It was also issued for a turnstile, but fare now is a dime and has been for the past six or seven years, and no tokens used anymore. Since the ferry is known as the Elizabethport Ferry, it will be listed from there. See N.J. 220 A. An effort is being made to see if any of these old tokens can be found, and if so, they will be distributed by the person getting them. This information was run down by Max Schwartz, but I went out and rode the Elizabethport Ferry to know what it was. There have been no tokens used on the Perty Amboy Ferry. These three ferries are operated by the same outfit, Bayonne, Elizabethport, and Perth Amboy. There is another ferry, operated by a different firm, which goes to Brooklyn, but no tokens used.

Speaking of other tokens of Staten Island, Mr. Schroeder has found one for Tompkins Bus Corp. This line ran on the island up to about 1939. Reason I'm holding up the listing is that it was supposed to have been known by other collectors, but why they did not try to get it listed I don't know. So I am holding it up for a while in the hope of getting more information.

A.V.A. DUES

There seems to be some misunderstanding about when your A.V.A. membership dues are supposed to be paid. The $2 dues is always for the calendar year, ending on December 31. Thus <u>every</u> member must pay at the beginning of each year. Those who join late in the year are entitled to back issues of The Fare Box for the entire year, if they are available--if they pay the full $2 dues.

Consequently, all dues become payable on January 1, no matter when you join. If you haven't yet paid your 1956 dues to the Secretary, be sure to get it in immediately. The 1956 roster will be printed in the April issue, which will come out in less than three weeks from the time you receive this issue.

If you haven't sent in your 1956 dues by the time the April issue goes to press, about April 10, you'll be dropped from the membership list. Send dues to William E. Eisenberg - 2717 West Carson Street - Pittsburgh 4, Pennsylvania.

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TOKENS OF AURORA AND ELGIN, ILLINOIS

By Ralph Freiberg

I don't know how many of you know about Aurora and Elgin, but these two cities are went of Chicago and are reached by the Aurora & Elgin Railroad. This railroad used to operate from the loop in Chicago and go out to Wheaton, Ill., where one train would branch off into Aurora and the other to Elgin. Due to construction of a large freeway in Chicago this railroad now terminates at Des Plaines Ave. in Chicago where passengers transfer to the Chicago Transit System. It is possible that after the Congress Freeway is finished in Chicago railroad tracks will be laid down the center of this freeway. However if the Chicago Transit Authority operates only down this freeway or if the Chicago, Aurora & Elgin will also be allowed to operate, it is hard to say. However, we do have tokens from Aurora, 25 A and B, and Elgin, 270 A.

This railroad resembles a Y as on the bottom of the Y it starts out from Chicago to Wheaton where it branched out to Aurora and Elgin. However, between Aurora and Elgin there used to be a line known as the Aurora, Elgin & Fox River Electric Co. It is claimed that this line did have a metal token about the size of a dime, all of which were later destroyed for this reason. However, we do have a token listed under Ill 25 C for the Fox River Electric Co. In doing some research of old lines I find that the Fox River Electric Co. operated in Green Bay, Wisconsin, and believe that this token should be listed under Green Bay, Wisc. So will drop the prosent listing of Ill 25 C and hold that number open till I find the correct description for the Aurora Elgin & Fox River Electric Co. token.

At the present time in the city of Aurora there is a bus line known as the Aurora City Lines and in Elgin there is an Elgin City Lines. Both these companies are part of National City Lines, but there is also another division known as the Aurora Elgin Bus Line which operates between these two cities, going through other towns such as St. Charles, Geneva, Batavia, and other small towns. Evidently this was the old route of the Aurora Elgin & Fox River Electric Co. This company charges a zone fare and in the past year they have obtained a zone raise of 15¢ or a token. These tokens are not good in either Aurora or Elgin, but in a way we could list under Elgin as there is one place in Elgin it is good for, and that from Elgin to the County Hospital which is along this route on a state highway, but still in the city of Elgin, so I'm listing under Elgin. These tokens could also be used for a fare from Elgin to Aurora but as it is a zone fare, at least 5 tokens could be needed to pay the fare.

As this bus line is also owned by the National City Lines, when extra drivers are needed they are obtained from either the Aurora or Elgin lines. So here is hoping that either I can turn up one of the old electric line tokens or someone else can, so we can list it. Perhaps this is also the reason so few of the former Ill 25 C tokens were ever found.

St. Cloud (Minnesota) City Bus Lines has gone out of business... Bus service in Ann Arbor, Mich., will end next August 30....they are debating whether to build a new rail line or a "moving sidewalk" to connect the new Senate and House office buildings with the Capitol in Washington, D.C. Detroit has sold 183 PCC streetcars to Mexico City for a total of $699,000. The cars used to ply the Gratiot and Woodward lines, now served by "modern buses."

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ARKANSAS
Eureka Springs 300 (reported by R.K. Frisbee)
E.L.S. RY. CO. EUREKA SPRINGS, ARK.
A o A 19 Sd Good For One Fare 5 $3.50

NEW HAMPSHIRE
Exeter 240 (reported by J.M. Coffee)
NEW HAMPSHIRE PUBLIC WORKS AND HIGHWAYS
/(THE OLD MAN OF THE MOUNTAINS)
A WM 16 A-sc (same as obverse)(toll road token) .10

Reed's Ferry 835 (reported by J.M. Coffee)
NEW HAMPSHIRE PUBLIC WORKS AND HIGHWAYS
/(THE OLD MAN OF THE MOUNTAINS)
A B 23 B-sc (same as obverse)(toll road token) .15

NEW YORK
Lockport 500 (reported by John Nicolosi)
LOCKPORT BUS LINES LOCKPORT, N.Y. (BUS)
B Bz 20 Bar Good For School Fare Only (bus) .10

OHIO
Defiance 240 (reported by Ivan B. Cline)
DEFIANCE ELECTRIC RAILWAY
B o WM 22 Sd One Fare 3.50

OKLAHOMA
Tulsa 860 (Q by Max Schwartz; R by John Nicolosi)
DAWSON BUS LINES (BUS)
Q WM 20 Ball Good For One School Fare (bus)(2 slots) .10
TULSA TRANSIT CO., INC. (BUS)
R WM 20 Ball Good For One School Fare (bus)(2 slots) .10

PENNSYLVANIA
Kittanning 515 (reported by Bill & Corinne Black)
KITTANNING BUS CO. K
B B 16 Ball Good For One Zone Ride K (2 slots) .15

SOUTH CAROLINA
Union 880 (reported by Max M. Schwartz)
VAUGHN BUS LINE UNION, S.C.
A B 23 Sd Good For 10¢ In Trade (dia. & no dia.)
VAUGHAN BUS LINE
B B 23 Sd Good For 10¢ In Trade

RALPH FREIBERG'S COLUMN

This month we shall have to split honors between Ivan Cline and Toby Frisbee, as they both came up with nice tokens that I'd like to have myself. I'm sure both tokens were in use about 40 or more years ago and will be hard to pick up. Cline says someone told him the Defiance token was for a horsecar line, but since the tokens says Electric Railway, that seems doubtful.

The Lockport, N.Y., school token has been in use for over two

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years but no one knew about it. Every now and then John Nicolosi will take a bunch of companies which have a ticket or token rate for school children and write them. Maybe about one in every 25 will have a token, but it takes a lot of postage money and time to write the letters. This expense is partly borne by the small margin of the new issue service, but a good percentage of the postage is paid by Mr. Nicolosi himself. When you start to figure how much postage is used and how much time is taken to find some tokens which we might not otherwise get ahold of, a vote of thanks should go to Mr. Nicolosi for his efforts in this undertaking.

When Mr. Schwartz showed me a token for Dawson Bus Lines, we almost thought Mort Dawson was starting in the bus business, as we had no idea where this token was from. However, some letter writing brought results. Dawson Bus Lines was a small outfit that started with one bus from Tulsa to the little town of Dawson, and it has since then expanded quite a bit. In the future it even hopes to have buses all over the town of Tulsa. In the past year the company changed its name to Tulsa Transit Company. They have only used school tokens so far.

The office of the Kittanning Bus Co., reported by the Blacks, is in McGrann, Pa., but it runs buses in Kittanning.

For the present it is hard to put a price on the tokens of Union, S.C. It all depends on whether we can get the people who had run this line to send a quantity of tokens. If they would, the price would be about 15¢ or so, but if they won't, perhaps you will get them three for a buck. The spelling "Vaughn" appears on one token, and "Vaughan" on the other, so this isn't a mistake by Mr. Coffee or myself. The diamond-and-no-diamond appears on the bottom of the obverse of the 880 A token.

I passed through Chicago around Christmas and took a ride out to Gary to see if I could pick up some plated tokens for the new issue service. After buying $3 worth I gave it up, as the brass plating is coming off so fast that I wondered if anyone would accept them. Mr. Nicolosi did sent out a couple but guess the people who got them wondered if he had a pipe dream on the plating. If the plating had been better, I would have picked up some to have him send out, but it scared me off. Gary Railways operates buses in the city of Hammond, Indiana, and also runs buses on a suburban service from Chicago to Gary. By rights the token of Gary, 330 F, should be listed under Hammond, Ind., and I'm listing it from that city in the revision of the state.

Those who have not yet transferred the token formerly listed as Indiana 160 A to Lexington, N.C. 560 A, please do so now.

I am behind on a lot of letters to various collectors, but am running around trying to see some basketball games on weekends. When the basketball season is over, hope to be back to normal.

The Texarkana (Texas-Arkansas border city) Transit Co. went out of business March 3, after his employees refused to accept a 10¢ per hour wage cut. The company operated ten buses. The President of the little firm said "the public ownership of autos has reduced business to the point that the operation is now and has been for some time operating at a loss." City fathers of Texarkana announced plans of trying to interest someone else in operating buses in the city.

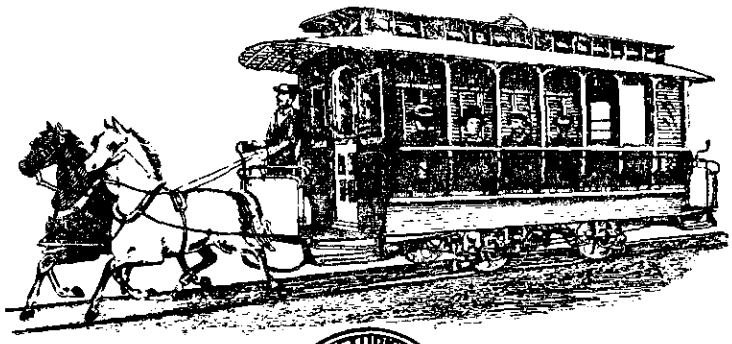
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THE FARE BOX

A MONTHLY NEWS-LETTER FOR THE COLLECTORS OF TRANSPORTATION TOKENS

New Issues Editor
RALPH FREIBERG
4142 - 26th Street
San Francisco 14, Calif.

Asst. New Issues Editor
JOHN G. NICOLOSI
2579 - 35th Avenue
Oakland 1, Calif.



Editor
J. M. COFFEE, Jr.
P.O. Box 1204
BOSTON, MASS.

Associate Editors
HARRY C. BARTLEY
ROBERT M. BUTLER
HAROLD FORD, Jr.

VOLUME 10 APRIL, 1956 NUMBER 4

The Editor has received word from the Seattle Transportation Token Club has postponed its April mail auction until May 11. This will explain the delay that STTC members have experienced in receiving their auction lists.

Inside this issue readers will find the annual list of paid-up members of the American Vecturist Association. This year there are a total of 133 names listed, as against 127 last year. In addition, we have seven paid subscriptions to The Fare Box, plus two complimentary subscriptions. Our net gain of six members over last year is good, but it could be a lot better. All members are particularly urged to work toward bringing in new members.

Although we had hoped to include the new pages for New York State with this issue, pressing outside obligations have made this impossible. Let's hope there will be time to include them with the May issue.

Copies of The Fare Box sent by third class mail continue to experience long delays, up to two weeks, somewhere along the way between being mailed and being received. The postoffice has received complaints from readers on this score and has promised to investigate. A special check is going to be made on this issue to try to find the cause of the delay. If it cannot be rectified immediately, we shall be forced to use first class mail on every copy, and adjust dues upward to make up for it. Meanwhile, if you want to be sure of getting your copy quickly, you are advised to send 50¢ for first class mailing of your issues.

We wish to state at this time that The Fare Box reserves the right to cancel any (non-member) subscription at any time upon refunding the subscription price.








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For Sale: Ill 580 B, $10. Ill 580 C, $10. Ill 760 I, $5. These three items were just reported in the February issue of The Fare Box Also have: Iowa 300 G, $5. Okla 610 B, $5. Ill 685 A, $2.50. Ky 510 H, $7.50. Ky 510 F, $7.50. Remittance with order. Postpaid Please NO want-lists.

L.A. Hensley - 1616 Spencer Street - Omaha 10, Nebr.

For sale at catalog: Nova Scotia 350 B. Have only 4. First come first served.

Fred P. Zubryski - 3121 North Zenith - Minneapolis 22, Minn.

For sale at catalogue: Calif 575 A, 705 A, 775 A,B,F, 815 B. Fla 440 A. Iowa 300 D. La 810 B. Md 60 J,AM,AB. Mass 50 A, 305 B. Mich 80 A. Nebr 440 D. N.Y. 780 C. Ohio 10 I,L. Ore 700 B. Tenn 375 D, 430 F. Texas 145 B, 565 A. Va 620 J,K. Ontario 825 A.

Don T. Thrall - 610 Arlington Ave. - Berkeley 7, Calif.

I still have a few of the following for sale at catalog: Iowa 300 D Iowa 300 E; Va 620 H; Ontario 125 A.

J.M. Coffee - P.O. Box 1204 - Boston 4, Mass.

APPLICATION FOR MEMBERSHIP

204 Lester D. Grady - Residence Park - Palmerton, Pennsylvania
Age 48; Chemical Engineer. Collecting 10 years; 350 items.

HISTORY OF TRANSIT IN SAN DIEGO

On Sunday, April 24, 1949, when the San Diego Transit System discarded its streetcars and converted to all bus transportation, it became the first city of its size on the Pacific Coast to make such a move, thus adding another "first" to an already long list of advances in public transportation. San Diego was the first coast city (and 2nd in the nation) to have an electric street railway, the first to have double-decked cars, the first to employ the electric track switch, and the first to introduce streamlined streetcars. San Diego's public transportation history might be said to have begun on July 3, 1886, when the city's first horse car made itw way up Fifth St. from the Bay. In November of the following year, 1887, the first electric railway on the Coast--the Electric Rapid Transit--made its appearance, serving a route which ran out Kettner to Old Town. The cars boasted electric lights, while power was picked off the overhead lines by a "troller" that was towed along by a wire attached to the roof. Some old-time San Diegans may recall the troller jumping its wire and descending through the roof into the laps of astonished passengers. Three years later, cable cars made their debut on San Diego streets, part of a system said to have cost over $400,000. The Cable Railway Co. suffered financial ups and downs before finally going into the hands of a receiver in October, 1892. This system was closed down until 1896, when it was reopened as an electric line by the Citizens' Traction Co., to operate until 1898, when it was purchased by the San Diego Electric Ry. Co., and its plant dismantled. In 1892 the popular double deckers of the San Diego Electric Railway Co. were the pride of San Diego, and the answer to a sightseer's dream. It was with the advent of these two-deck streetcars that the unpredictable troller gave way to the modern pole-trolley.

Then came a succession of new streetcars, each an improvement over its predecessor. There was the open-end "California-type" car, followed, before World War I, with the "Exposition" cars, so-named

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because San Diego's electric car No. 225 was judged "the finest in the United States" at the 1915 San Francisco Exposition. In 1920, four-wheel streetcars reappeared on San Diego's streets for the first time since "double deck" car days and public transportation suffered a brief setback. Called "Birney" cars by the transit industry, the short, one-man-operated cars had a decided tendency to "teeter" as they went down the street. Quickly dubbed "grasshoppers," "dinkies," "puddle jumpers," and "cootie cars," their popularity was non-existent and their life on San Diego's streets was short.

The more stable double end cars (among those recently retired from service in favor of buses) arrived on the San Diego scene in 1923 designed for interurban service in the Spreckels Company's short-lived plan for a high-speed electric route to Los Angeles. La Jolla was the farthest point reached by this contemplated line to Los Angeles, and in 1940, when buses were substituted for cars on the La Jolla and intermediate beach lines, the popular "double enders" were relegated to local service within San Diego.

Except for the old New York, Wilkes-Barre, and Salt Lake City cars rushed here to ease the transportation load during war years, the last streetcar innovation was the introduction of the modern streamlined trolley cars in 1937. Despite their acceleration, lighter weight, and relatively quiet operation, they were no match for the ease of operation and flexibility of the motor coach.

The foregoing interesting article of San Diego's transit history is reprinted from Union Title-Trust Topics for May & June, 1949. This is a publication of the Union Title Insurance & Trust Co of San Diego. The article includes two additional paragraphs which add nothing to the history, they being little more than propaganda for the superiority of the bus over the streetcar--a superiority which, as far as the Editor of The Fare Box is concerned, has yet to be demonstrated. While buses certainly do have some advantages, it is a little tiring to hear of the constant glory of buses as over against streetcars. In southern California where the citizens are gasping for breath amid the smog, it seems little short of folly to substitute buses for electric streetcars, when the former pump millions of cubic yards of poison into the atmosphere daily, thereby increasing the density of the smog.

THOSE NEW DISCOVERIES FROM ALBANY

On page 22 of the March issue I reported the existence of several little 15mm tokens made of various metals inscribed "New York to Albany One Trip" with a picture of Fulton's ship The Clermont. I have done some investigating in 1909 issues of The Numismatist, and as near as I can discover, these tokens were struck privately by Thomas L. Elder, possibly at the behest of a New York coin club. They are referred to as "medals," and there is no evidence whatsoever that they had any official connection with the Exposition, let alone being good for transportation of any kind. It remains a mystery just why Mr. Elder had the words "One Ride" placed on the tokens. In view of this information, these items will not be listed in our Check List... unless, of course, someone comes up with the unlikely information that they actually were good for one ride. Meanwhile, they remain interesting allied items, certainly of some interest to the vecturist.

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165	Mike Sichak	4712 Quail Ave. No.	Minneapolis 22, Minn.
152	Joseph J. Silverman	346 Quail Street	Albany 8, N.Y.
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18	Paul Super	105 So. Pine Street	Hazleton, Penna.
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145	Claude G. Thompson	2445 Aldrich Ave. So.	Minneapolis 5, Minn.
103	Don T. Thrall	610 Arlington Ave.	Berkeley 7, Calif.
196	Kenneth B. Turner	20000 Canterbury Rd.	Detroit 21, Mich.
172	Cornelius B. Tyson	117 Ridgeland Road	Wilmington 3, Dela.
190	William R. Tyson	518 Ashley Drive	Aiken, S.C.
16	Walter W. Underwood	-	Shook, Missouri
142	Otto J. Van Heyde	502 No. Bronson Ave.	Los Angeles 4, Cal.
160	Walter J. Vredenburgh	4119 Dressell Avenue	St. Louis 20, Mo.
25	Albert P. Webster	2827 Worthington St.	Houston 16, Texas
173	George W. Werner	5009 Parker Avenue	St. Louis 9, Mo.
123	Charles B. White	57 Spring Street	Fredonia, New York
68	W.A. Whitfield	110 Calif. St., S.E.	Albuquerque, N.M.
12	Thomas F. Williamson	312 Lexington Ave.	Syracuse 10, N.Y.
146	Jacob B. Wilson	924 Wabank Road	Lancaster, Penna.
19	Ralph W. Winant	500 W. Summit Avenue	Wilmington 4, Dela.
178	Gilbert F. Ziemann	1016 So. 64th St.	West Allis, Wisc.
140	Fred P. Zubryski	3121 Zenith Ave. No.	Minneapolis 22, Minn.

(See May 1956 issue Pg. 42 for additional names omitted from this list.)

(Membership numbers 1 through 30 are Charter Members.)

A MESSAGE FROM THE PRESIDENT

To My Fellow Vecturists, Greetings: In the past ten days you have probably received, or will receive, a sample copy of a new check list put out by Clyde Logsdon of Omaha, Nebraska.

This list is not sponsored by the A.V.A. and is Mr. Logsdon's own creation. Neither is Mr. Logsdon a member of this organization. Several years ago when the A.V.A. was organized, the present Check List by Mr. Roland C. Atwood was adopted as our official Check List of Transportation Tokens. Each issue of The Fare Box since our List was published has contained listings of new issues, corrections, etc. to correspond with the numbers of our present List. The A.V.A. will continue to use our present Check List.

We are not trying to persuade you not to buy Mr. Logsdon's list. It is the privilege of everyone to buy whatever book or list he wants. So if you want to pay $10.00 to $15.00 for his list, it is your money. But listings, future corrections, etc., will continue to be listed in our official publication under our present system of Atwood numbering.

Since Mr. Logsdon has seen fit to slander me by insinuations in a pamphlet he is enclosing with his sample list, I feel it my duty to pass on to you the above information. It so happens that I was serving my first term as President of A.V.A. and for Mr. Logsdon's information I disposed of my U.S. collection two years ago. I still collect foreign tokens, and put in many hours for the betterment of the A.V.A. and will continue to do so in the future.

Fraternally yours,

EROY L. KIMMONS
President, A.V.A.

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ALABAMA
Mobile 560
MOBILE LIGHT & RAILROAD CO.
Z o WM 15 Sd Employees Pass 1920 (bronze-plated) $1.00

GEORGIA
Sapelo Island 765 (reported by Charles Koenig)
SAPELO PLANTATION (BUS)
A o WM 16 Bar Good For One Fare (bus) .10

KENTUCKY
Louisville 510 (reported by John Nicolosi)
LOUISVILLE TRANSIT CO. TOKEN L(T-sc)C
BS B 16 T-sc (same as obverse) .20

NORTH CAROLINA
Greenville 390 (reported by Morton Dawson)
GOOD FOR ONE FARE CITY BUS LINES (BUS)
A o WM 23 Bar Keel & Bennett Insurance Agency (bus) .25
(ex-Maverick #49)

RALPH FREIBERG'S COLUMN

Now that the basketball season is over, maybe I can get letters out to those that have been expecting them from me. First, regarding the new listings for this month. The Mobile token is one we have had kicking around for a few months trying to figure out whether or not to list it. Mr. Atwood and I, however, figured it should be listed. Too bad we didn't have The Fare Box back around 1920 so collectors could have got together on some of these issues. The Sapelo Plantation token is from a place on Sapelo Island down in Georgia which is just north of Brunswick, Ga. By chance, Mr. Koenig of Chicago picked up one of these but didn't know where it was from. However, luckily, we did find out where it was from. When Mr. Nicolosi got the tokens for the New Issue Service he was told they were good for a dime fare and from the tone of the letter it sounded like they were no longer used, so probably an obsolete issue. Guess we were lucky that one was picked up so that the rest of us could obtain them. Good thing also that this place was not one of those placed that do not answer letters.

Louisville tokens are now selling at 4 for 75¢ and it is a type of token similar to the New York City one with two letters plus the middle one which is cut-out. The Greenville, N.C., token was found some time back and listed as Maverick #49. We found out from the manufacturer that it was used in Greenville, and Mort Dawson finally got some word that tokens were used just prior to 1949, and it was not a very successful venture. The first owner sold it to some one else and the line just petered out.

On one of my weekend trips to see basketball I was at Corvallis. Seems there are three bus lines in this small city. Each bus company has only one route. The Yellow Bus goes out around Oregon State College and they're now using Ore 160 L. I often wondered what kind of fare box would take an octagon token, but a small lock box type is

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used and tokens drop into a small compartment and the owner then counts them later on. The owner also wanted them octagon to keep them from showing up in slot machines and such. Then we have the Red Bus which goes out around the High School and they use Ore 160 C. The third bus line, Hancock Bus, uses Ore 160 N which sells at a round trip rate of 35¢. This bus runs from Corvallis to Philomath. This line is either run by the owner or his wife, and therefore it has no fare box. So in quoting the round trip rate you are given a token for the return trip. However, as it is a family affair it is all right to collect fares this way. But when a company hires other drivers, it wouldn't work out so well. We had this happen down in Virginia for the tokens listed under Norton, Va. This line runs from Norton to Bristol, Va. Where the fare was 15¢ one way or 25¢ round trip, a token was given for the return trip. However, the drivers in receiving these tokens on the return trips would not always turn them in to the company at the end of the day, but would instead give them away, especially as there were no fare boxes to account for same. As this line does run quite a distance there were a variety of fares and at the present time tickets are used which are punched for the various distances and for the return fares.

While talking about the tokens in that area, Floyd Barnett has come up with a green fibre token similar to Va 600 K and L. Does anyone know anything about such a token? Seems that a token used about 12 years ago, if used for general use, would have been known about, especially as tokens were known to have been used there. Perhaps it may have been a pattern. If anyone has any dope on this, please let me know, for it even may be a legitimate issue.

QUESTIONABLE TOKENS

In the February 1956 Fare Box there appeared a list of tokens which we have dropped from our Check List. As almost two months have elapsed since this time and no one has written anything to note that they may have any of these tokens, it is safe to assume that none will ever show up. However, I did omit one token that should have appeared in this list, and that is the token which appeared as Pa 765 Y which was a pattern. So those of you that read this, mark it as number 27 being omitted.

There are a few other tokens that are questionable in our list. One which is questionable is Mont 660 D. Some tell me that this token exists, but I cannot find anyone with the token or anyone who has a rubbing of one. But since there is a possibility that it does exist, we may leave it alone for a while. Another token on which there is a lot of comment is Minn 680 E, that being a token of 19mm size. I have examined quite a few of these tokens and being a fibre token I can find some variations in a 20mm size but none being under 19.50 size which would constitute a listing of 19mm. So I am in favor of dropping this one. As the Convention will be held at Minneapolis this year, I'll take this matter up at that time, and anyone who claims to have a 19mm token should submit it at this meeting. The token Pa 750 L is listed as a brown vulcanite. I believe all of our black vulcanite tokens are made of a hard rubber substance and when tokens are made they are given a black finish, and in such case there is no objection to calling them black. However, in a couple of instances where they have been exposed to the sun for too long a period of time, they take on a brownish look, and this is what I think happened to a token which would be listed as

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750 K except for the fading, which led to its being called brown, and to its being given a separate listing. So in a strict sense of the word, 750 L should be dropped.

With regard to Mass 550 O on which there is much comment, I believe it is strictly an error, as the die which was used on 550 A was also used on this token and the words "Good for one five cent fare" should have been stamped out. One or more of these tokens might have gotten out without this stamping and on some, the stamping is so light that these words can be easily seen. I base my contention of this fact: Prior to 1927 there was a 5¢ fare but on May 15, 1927, the fare was raised to 10¢ or 4 for 25¢. Note tokens with dates of 1927 and later say "Good for Zone Fare" so it would not make sense with a 10¢ fare or 4 for 25¢ token rate to say on one side of the token "Good for Zone Fare" and then "Good for one five cent fare" on the other side.

If anyone believes any of the other tokens in our Check List not listed here or in the February article should be dropped, please let me know and I'll give my opinion on them. There are others such as amusement park tokens, cardboard tokens and some others that too many do not think much about, but as they are in the Check List they will be left alone.

We also have some tokens like the group in Virginia, 580 D to L, which in a sense could not be called tokens as they could also be called metal badges which were issued to school children at the Naval Base for identification badges. They are all pierced so that they could be worn on a string attached to clothing to show they were entitled to ride on the bus. They were on the order of yearly passes. I just mention this because I have had an inquiry about their nature. Some feel they should stay in the Check List, so since they are there now, we'll leave them alone.

A NEW TREND IN TOKEN MERCHANDISING
By Edgar Levy

The Colorado Springs Transit Company has introduced what may well be a new trend in a bid for increased passenger revenue. In common with many mass transportation companies throughout the nation, the Colorado Springs Transit Co. finds itself losing passengers to the steadily increasing number of private automobiles. And, along with those other companies finding themselves in a like position, the only alternative solution thus far has been an application to the public utilities commission for an increase in the fare rates. Thus it was that some time ago the company was granted permission to increase its basic fare rate from 10¢ to 15¢. However, the company decided to keep the rate at a basic 10¢ lever by selling tokens at 10 for $1.00, but charging 15¢ for single fares, with a special fare for school children. However, this slight increase did not bring in the added revenue that was hoped for, and just recently the company asked and was granted permission to increase its rates to a flat 15¢. Tokens will no longer sell for the old rate of 10 for $1, but will be available at 10 for $1.50 with the rates for school children proportionate.

To inaugurate their new schedule of fares the Colorado Springs Transit Company have had new tokens made. These will be of bronze,

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made by Meyer & Wenthe Co. of Chicago. The inscriptions remain the same as their recent new tokens which were issued when the corporate name was changed from Colorado Springs Bus Co. to the present name. However, they have also had made a few gold and silver plated tokens which are numbered from 1 to 25. From time to time the company intends placing these in envelopes along with their regular tokens and will offer a reward to the finders. To those lucky finders of a gold token, a crisp new ten dollar bill will be given. To the finders of a silver token, a crisp new five dollar bill will be the reward. To the writer's recollection, this marks the second time a token other than the commoner metals we know has been used to pay transportation. The only other occasion known to me was the gold token used to obtain special transportation during the Hudson-Fulton Celebration in 1935 commemorating the 150th anniversary of the founding of Hudson, N.Y., which was named for the explorer Hendrick Hudson. The issuance of the above-mentioned token and the token to be issued on April 21 by Colorado Springs Transit Co. appear to have parallel interests in that they are both specially issued tokens. However, the latter token will have more merit in the collector's book inasmuch as it will be "Good For One Fare" on any regularly scheduled run or any bus, and not for just one special run.

The writer was granted the courtesy of seeing these tokens when they were delivered and they are really beautiful. They are of the same design as their more common brothers, but engraved on the edge of each one of these special tokens are figures from 1 to 25. The reason for this as explained by Mr. C. Robert Taylor, Auditor for Colorado Springs Transit Co., is that there will be other tokens with the gold or silver plate, but they will not be numbered. The latter are the tokens that will be mixed in with the regular types. The numbered tokens will be prized collector items. I was not able to ascertain whether these will be put on sale or not. As near as I could surmise they will be used during the Zebulon Pike Sesquicentennial coming up later this year. Possibly they will be presented to the members of Lt. Zebulon Pike's family.

At any rate this is certainly a new idea in trying to get people to use their city transportation systems a lot more than they do. It will be interesting to watch the trend.

WHAT ARE THEY?

Mr. William C.L. Hofmann of New Haven sends us some rubbings of a number of interesting items he has come across. They are described as follows:

			D.T.V.
WM	20	Sd	3
B	23	Sd	5
			MILL WHEEL
B	21	Sd	(same as obverse)(silver-plated)

The two "D.T.V." tokens may have been used to tour the Dahomey Tribal Village at the Columbian Exposition at Chicago in 1892-93. See Ill 150 K. The Mill Wheel token might be an amusement ride. Then again, they may all have nothing whatever to do with transportation. Any information will be appreciated.

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THE FARE BOX

A MONTHLY NEWS-LETTER FOR THE COLLECTORS OF TRANSPORTATION TOKENS

New Issues Editor

RALPH FREIBERG

4142 - 26th Street

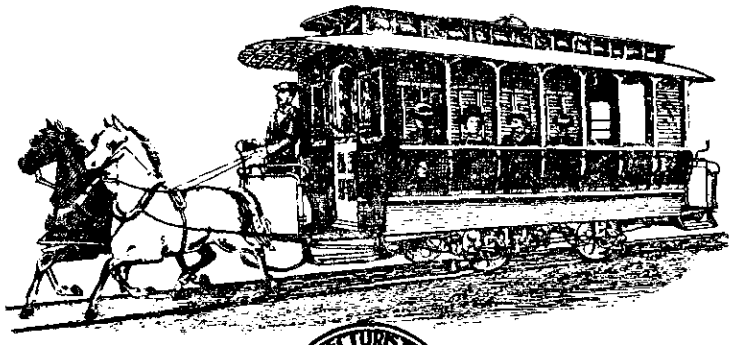
San Francisco 14, Calif.

Asst. New Issues Editor

JOHN G. NICOLOSI

2579 - 35th Avenue

Oakland 1, Calif.



Editor

J. M. COFFEE, Jr.

P.O. Box 1204

BOSTON, MASS.

Associate Editors

HARRY C. BARTLEY

ROBERT M. BUTLER

HAROLD FORD, Jr.

VOLUME 10 MAY, 1956 NUMBER 5

AN EDITORIAL, AND SOME PERSONAL REMARKS

As most readers of The Fare Box are aware, I have been Editor of this news-letter since January, 1949. In the years since then I have endeavored to meet as many collectors as possible, in all parts of the country--and I have succeeded in meeting a large number of them. Nevertheless, there are quite a few collectors whom I have not yet had the pleasure of meeting. I am, therefore, going to say some things of a personal nature, as well to acquaint readers with their Editor, as to explain some things which I shall say later on in this editorial.

Your Editor became interested in collecting transportation tokens in January, 1943, when he was barely fourteen years old. Six years later, when Mr. Moore found it necessary to give up the publication that he had founded, I (along with D. Meade Peebles) volunteered to take over The Fare Box for the A.V.A. Probably because no one else seemed eager for the job, we were given it, by the Founder and then-President, Mr. Schwartz. Mr. Peebles dropped out in September, 1949, and I have continued as sole Editor ever since.

In those early days, there was something of genuine adventure in the hobby--there were the countless letters to hundreds of transit companies; there were the follow-ups to postmasters, Chambers of Commerce, interesting old timers; there were the searches into long-forgotten archives, sometimes personal visits, more often extended correspondence with wonderful people who almost always took a personal interest in my quest for tokens and information. This was the adventure, this was the exploration, this was the discovery, which gave to the hobby an aura of excitement and newness which, for me at least, I had not found in any other avocation. It was in this spirit that



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I have been a collector of transit tokens; it is in this spirit that I have found enjoyment and fun in editing this news-letter. For me the hobby was never a chase, never a battle, to pile up large quantities of tokens. It was what the tokens represented, more than the tokens themselves, which interested me. Each one of our tokens, particularly the old ones, is an historical document of a very interesting phase in American history. In many cases, the token is all that remains of some ancient transportation company...witness, for example, the token issued by the North Side Railway of Fort Worth, Texas. It is about the only record in existence of that little firm which played a small but vital part in the growth of that great city. The tracks, the cars, the drivers, the officials--all have disappeared. But these little tokens remain. So it is in many, many cases.

As Editor of The Fare Box I have tried to stress this, the historical aspect of the hobby. The prices, the new issues, the official notices, the corrections--all are important and interesting and necessary. But I have tried never to forget the all-important "story behind the token."

The birth of The Fare Box brought for the first time some order and community to this hobby. It was followed shortly by the founding (in large measure through the work of Mr. Schwartz) of the American Vecturist Association. Our hobby had come of age. And because I believed in this hobby, and bringing greater coherence and understanding of it about, I volunteered (in addition to my editorial duties) to cut the 270-odd stencils for the 1952 edition of Atwood's Check List, and mimeographing them (250 copies). For this there has been no material compensation, just as there has been none for editing The Fare Box. But there was still excitement, eagerness, fun, and adventure to the entire undertaking. I had the feeling that I was "on the scene" as something in which I believed was growing and maturing.

But something has happened in the past few years. Concomitant with our progress and growth there has been the parallel development of something which can be no better characterized than simply as "politics." I don't mean the healthy competition for elective office. I mean the growth of personal animosities; I mean the increase of petty bickering and back-biting; I mean the inevitable annual "revision of the constitution" based no longer on trust and progress, but rather on distrust and suspicion and dislike. When these things enter in, the progress of the hobby is retarded; its growth is stunted. Our conventions become battlegrounds. No hobby should be forced to endure such things. Its excitement dies; its adventure becomes boredom; its fun no longer exists. Instead of a hobby, it becomes a labor.

This has not yet entirely come about in our association, but there are forces heading in that direction. And I, for one, am no longer going to be a part of it. Almost every year for the past several, there has been a movement to have me removed as Editor. This has become the annual pastime of a small but vocal minority of members of this organization...and annually I have thus found myself the center of controversy. And thus for me the hobby has begun to lose its luster; it has begun to lose its adventure, its fun, its excitement. I took up the hobby because it promised to provide many hours of relaxation and enjoyment, and it has done this for me. But of late it has ceased to do so. And rather than become one of the

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bitter ex-collectors who sold out because of their disillusionment, I want to get back to the original purpose of the hobby--collecting tokens and information about them. All else is superfluous!

I am therefore submitting my resignation as Editor to you, the members of the American Vecturist Association. I do not like to do this; I would much rather continue, because The Fare Box has been a vital and exciting part of the hobby for me. But if my continuation as Editor is going to mean a continuation of personal animosities, back-biting, and annual attempts to oust me, then I want out.

No one is more aware than I that I have not been perfect as your Editor. Issues have been delayed because of my inability, for reasons of health or other pressing matters, to get them out on time. Articles have been misplaced. There have been omissions and errors in the printed matter in the issues. But I have tried to do my best. I am only human, and I have been busy with many other matters throughout my tenure as Editor. I have spent the past nine years at Yale University and Harvard University, from which institutions I have received a total of three degrees. The latest of these, a graduate degree in theology, I am to receive this June from Harvard. In addition to my college work, I have for the past eighteen months served as minister of The First Church in Roxbury, a Unitarian Church located in the city of Boston. This ancient and beautiful church (founded in 1631) will have me as minister for the next few years, if they can put up with me--and I hope to justify their trust in me, just as I have tried to justify your trust in me as your Editor. But I hope to have better success in the church.

Now, as I have implied above, I should like nothing better than to continue as your Editor. But under present circumstances, it simply would be impossible. In order to get out an issue, which involves quite a bit of work, there has to be a certain feeling of interest in the hobby, there has to be a feeling that I am accomplishing something, that I am doing something that people want done, and in the way that they want it done. I have lost this feeling. There simply was no impetus on my part to get out this May issue, and so I let it go until now. Certainly it would be impossible for me to bring out another issue under these circumstances. A labor of love must have a great deal of love to bring about its accomplishment. And the amount of that quality has been diminishing in our organization. But far worse than that, for my own part, I have found myself losing the quality, too, for some of my fellow collectors. I even found myself writing a bitter letter to an old friend. And before I allow myself to become thoroughly immersed in this foolishness, I am going to step aside. I want to regain old friendships and gain new ones. And, most important, I want simply to collect tokens and have fun doing so.

So if you think that we can get back to the business of collecting tokens and stories about them, if you think we can regain a spirit of harmony in this hobby, then I shall be glad to continue as your Editor. If not, you have my resignation in your hands. I would appreciate hearing from every one of you on this. I shall spend the summer, until August 20, at 4104 Sixth Avenue - Tacoma 6, Washington. I'm leaving Boston on June 15. Upon your reactions will depend whether or not the June issue is brought out by me or by someone else.

I must now apologize to you one and all for taking up half of an

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issue with such personal remarks. If it seems as though I have been preaching to you, I apologize for that also--even though it is my business to preach to some people. I have no bitterness in this, and if you choose another Editor, I shall thoroughly understand and wish him well. Far from bitterness, some of the antics that go on in our organization are more humorous than anything else, if viewed objectively. And one of the things I want to regain, is the ability once again to view the whole business objectively.

Meanwhile, let's all try to get back to the business of collecting transportation tokens. And if there is to be a new Editor, let's all try to cooperate with him. Give him your affection, your advice, your articles, and your understanding. And may God give him strength. For he shall surely need it!

- J.M.C.

NEW ISSUES NEWS

Last month I sent each of you a card asking if you wanted the set of three tokens from Union, S.C. (SC 880 A B). The reason for this is that I am not certain if I can get them or not, so thought I would ask first. If I can get them I will be happy to send them to those of you who want them, at the price quoted on my card.

So if you do not receive them this month, you will know that the company will not answer my letters and no information at all can be obtained to date.

Also this month you will receive, as soon as I get them, one from Harrisburg, Pa. (plated) used as a convenience token. Dr. Emrick is obtaining these for us. Thank you, Dr. Emrick. Also, three more from Washington State, one from Bremerton and two from Puyallup. Mr. Jefferson is getting these for me. Thanks, Cecil. I had hopes on one from Colorado Springs, but am doubtful, as riders are complaining of the fare raise (the reason for the new token). I'll have to wait and see if the raise goes through or not; if it goes through we will have a new token.

P.S. Just received word from Colorado Springs. We will get the tokens.

- John G. Nicolosi

Mr. Nicolisi has asked me to announce that he has a collection of approximately 3,500 tokens for sale (approximately $700 cat. value). Or he will trade it for a foreign collection.

Because of the rather unique nature of this issue, the pages for the Foreign Check List are not included. I have the first eight on hand from Mr. Smith, and should I continue as Editor they will most likely come with your next issue. Should there be a new Editor, you will receive them when he has the time and convenience to bring them out.

- J.M.C.

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A MESSAGE FROM THE PRESIDENT

To My Fellow A.V.A. Members, Greetings:

I recently appointed Mr. Barraclough, Mr. Kurtz and Mr. Bartley to serve as our Election Committee for the coming A.V.A. election. I have since learned that Mr. Bartley has been nominated for Curator on the ballot, and Mr. Bartley has suggested that I appoint someone else in his place. Since Mr. Barraclough is the Chairman, and is to receive the official ballots, I will appoint a member from the floor at our Minneapolis meeting to assist in counting the ballots.

The Minneapolis group are making big preparations for a grand get-together at our convention. Let's make this the largest gathering of token collectors ever. We are looking forward to meeting all of our old friends, and many of our new members. Let's not disappoint these Midwest Club members.

Fraternally yours,

Eroy L. Kimmons, Pres.

ELECTION PROCEDURE

The list of candidates for A.V.A. office are listed on the last page of this issue. In addition to those listed, Mr. Black was nominated for Curator, but declined. Ballots will be mailed along with the next issue of The Fare Box, and should be mailed to the Chairman of the Election Committee, to be received no later than August 4. The address is:

Ben T. Barraclough
3635 Nicollet Avenue
Minneapolis 8, Minn.

THE MINNEAPOLIS CONVENTION

The annual Convention of the American Vecturist Association will meet at the Hotel Normandy, Minneapolis, on August 4 and 5, 1956. Room prices have been set at $4 to $7 per single, and $6 to $12 per double room. Members wishing room reservations--and if you attend you should reserve a room well in advance--should contact Robert M. Butler - 731 E. 26th St. - Minneapolis, Minn. The meetings will be held in the Paree Room of the hotel, and there will be a banquet. Every member who is able should plan to attend this convention. For further information, contact Mr. Butler.

The Editor has received a letter from 2nd Lt. Harold Ford, Jr., who is stationed in Alaska. Harold says that Alaska is not too exciting a place, after you've been there a while, and he would particularly enjoy some correspondence from other token collectors. He is busy investigating the bus companies in Fairbanks, where he is located, but not much luck so far in locating the old ones.

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For sale at catalog: N.J. 975 C; Pa 10 E, 25 E, 65 I J, 420 A, 555 A, 565 E, 750 AE, AS (25¢), AT, 770 C, 775 B, 985 C; Vt 180 B, 700 A.
Daniel DiMichael - P.O. Box 485 - Coatesville, Pa.

I will buy your duplicate tokens from Minneapolis at Check List prices. If more than Check List is expected or if you have large quantities, write first stating quantity, quality, and price expected.
R.F. Sanders - 4931 No. Mississippi Court - Minneapolis, Minn.

Of interest to new collectors: For sale: Minn 410 A, 15¢; 510 C 20¢; D, 25¢; 540 J, 35¢; K (small slots) 15¢; L M N O P R S U V W at 20¢ each; X at 25¢; Y Z at 20¢. 720 A, 10¢; 760 J, 20¢; Neb 580 A, 15¢.
Floyd O. Barnett - 6048 Stevens Ave. - Minneapolis, Minn.

For Sale at 5¢ over catalog, per token. First come first served. Cal 110 D (both types)(10); Ky 680 L (2); Ky 510 BS (4); Ga 765 A(4) Minn 540 AE(2), AF(3), AG(1); Pa 455 F(1); NY 500 B(4); NH 240 A(6); NH 835 A(2). Maverick 51 at 20¢(8); Minn 600 A B at cat. (3 each).
John G. Nicolosi - 2579 35th Ave. - Oakland 1, Calif.

Will trade a scarce La 570 A for Texas 5 B or Mass 260 A, or what have you.
Morton H. Dawson - 182 Whiting Lane - West Hartford 7, Conn.

For Sale at catalogue: Iowa 300 E and Ontario 125 A.
John M. Coffee, Jr. - 4104 6th Avenue - Tacoma 6, Wash.

APPLICATIONS FOR MEMBERSHIP

205 Philip Easterly - 4442 Storer Avenue - Cleveland 9, Ohio
Age 45, Machinist. Collecting 4 years, 200 pieces.

206 Arthur P. Hughes - West Winds, Gurteenral - Bantry County Cork, Ireland
Age 39, Collecting 10 years.

207 Willard C. Blaisdell - 846 Magie Ave. - Elizabeth 3, N.J.
Age 52, Executive. Collecting 1 year, 500 tokens.

CHANGE OF ADDRESS

Roy H. Carpenter - 5725 Aubrey Terrace - Downers Grove, Illinois
Harold Ford, Jr., Second Lieutenant - Hq Sq 11th Air Div. Box 374 APO 731 - Seattle, Washington

CORRECTIONS IN THE 1956 ROSTER

add the following:
55 Kenneth W. Snyder - 15½ Glenwood Ave. - Minneapolis 3, Minn.
151 Virgil B. Wilson - 6026 E. Gardendale - Hollydale, Calif.

remove the following:
67 Donald B. Johns - 319 Olympic Place - Seattle 99, Washington

Mr. Snyder paid his dues in January and was inadvertantly omitted from the list by mistake. Mr. Wilson paid too late for inclusion. My good friend Don Johns has not paid his 1956 dues and should not have been included, unfortunately. My apology to Mr. Snyder, in particular, for the omission. If any member knows of any others who should be included or who should be omitted, please let me know.

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ARKANSAS
Little Rock 480 (reported by Walter Jagiello)
CITIZENS COACH CO.
B WM 16 C-sc Good For One Fare $0.15

COLORADO
Alamosa 20 (reported by Roland C. Atwood)
LANIER TAXI SERVICE
A o B 25 Ch Good For One 25¢ Ride (ex-Maverick 25) 3.50
B o B 25 Sq-sc Good For One Ride 3.50

Colorado Springs 140 (reported by Edgar Levy)
COLORADO SPRINGS TRANSIT CO.
H Bz 16 CS Good For One Fare .15

PENNSYLVANIA
Harrisburg 445 (reported by Dr. Emrick)
HARRISBURG RAILWAYS TOKEN
B WM 23 2-sm (same as obverse)(bronze-plated) .15

WASHINGTON
Bremerton 80 (reported by C.G. Jefferson)
BREMERTON-CHARLESTON TRANS. CO. (BUS)
I B 16 Ball One Full Fare B-C T (2 slots) .20

Puyallup 720 (reported by Jefferson and Gus Nilson)
PUYALLUP-SUMNER STAGES
C WM 16 P Good For One Zone Fare .20
D WM 23 P Good For One Zone Fare .35

WISCONSIN
Waupaca 935 (reported by Quincy A. Laflin)
DELAVAN HOTEL & DELIVERY WAUPACA, WIS.
B o A Hx Sd Good For One Ride Hotel to Depot 3.50
INN HOTEL BUS LINE WAUPACA, WIS.
C o B 29 Sd Good For One Ride Hotel to Depot. (Sc) 3.50

RALPH FREIBERG'S COLUMN

Heading this month's new listings are a couple of depotels from Waupaca, Wisconsin, which Quincy Laflin has come up with. These depotels are among the scarcest group of tokens that we have in our catalog. In almost all of these cases, very few of any kind ever show up. There were probably a good many of these which have never been turned up. The B token of Waupaca is almost like the A token of this city, but has the word "Delivery" instead of "Libery." When Mr. Laflin first reported this token to me he thought that he had the 935 A, which might be an error in listing. Fortunately, although I don't have the token, I did have a rubbing of it to show that this and the A token were different. I am attempting to obtain rubbings of all tokens that are not in my possession, in case anyone questions same, and in checking against rubbings I can know if we have the same token or not. There are some tokens I don't have rubbings of, so even if questioned, I can't say if the token is listed correctly or not. Also in some of our listings, we do not include certain markings, as on the A and B tokens there is a dash on either side of -Hotel-.

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Now for some new recent tokens. Bremerton, Wash., has gone to a 4 for 75¢ fare and also has ordered a new supply of tokens. This token has the new style bus but it is only one one side of the token. Also from another town which is near Seattle and Tacoma, we have a couple of tokens. As these tokens are for a zone rate, the 23mm one is for a longer ride than the smaller token. The initial fare of the smaller one is 20¢ or a token, but I'm not sure whether the rate on the larger token is a 35¢ or 40¢ rate. It may be a double rate, making it a 40¢ fare. However in noting this I could also comment that a company can by-pass the federal transportation tax by using 3 for $1.00 tokens.

We also have a report on a new token from Little Rock, Arkansas, and it seems that the company that had been there for some time ran into union trouble and after a strike which lasted some time went out of business or lost its franchise. Mr. Nicolosi wrote the company and was told to wait a while because they had only received a small batch of tokens so far

Another interesting listing is that of Alamosa, Colorado. One of these has been known about for some time but its location was unknown. Just recently Mr. Atwood happened to pass through Alamosa and noted the name of the company and inquired about the tokens. He discovered that this firm issued the token, and also discovered another issue. The owner, who is still running this taxicab, had destroyed the tokens because they were no longer in use, and for the past couple months he has been looking all over town in hopes of finding someone who might have kept some of them. If more than ten of either kind is ever accumulated, then the price should drop accordingly.

Colorado Springs was mentioned in the April issue but the company was granted an 8 for a dollar rate instead of a flat 15¢ rate. The previous rate, when the white metal tokens were used, was 15¢ or 10 tokens for a dollar.

The Harrisburg token was plated because, I believe, they went on a straight 15¢ fare, and are using tokens at this rate.

If nothing happens between now and August, I hope to see those members who will get to the convention in Minneapolis the first weekend in August. However, I suggest that those who will attend, and possibly others who cannot, should offer suggestions on our convention site for 1957. As the convention for the following year is decided at the current meeting, it is up to other members to send in invitations to meet at various places. The main thing is that we cannot attend any special place unless we are invited.

NOMINATIONS FOR OFFICERS

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Eroy L. Kimmons
Cecil G. Jefferson

Vice-President:
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William E. Eisenberg

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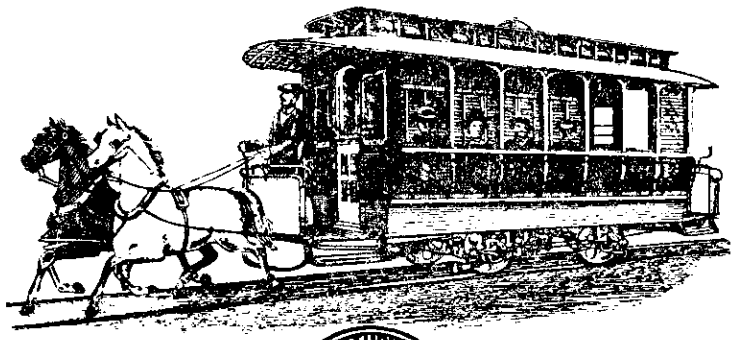
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THE FARE BOX

A MONTHLY NEWS-LETTER FOR THE COLLECTORS OF TRANSPORTATION TOKENS

New Issues Editor
RALPH FREIBERG
4142 - 26th Street
San Francisco 14, Calif.

Asst. New Issues Editor
JOHN G. NICOLOSI
2579 - 35th Avenue
Oakland 1, Calif.



Editor
J. M. COFFEE, Jr.
P.O. Box 1204
BOSTON, MASS.

Associate Editors
HARRY C. BARTLEY
ROBERT M. BUTLER
HAROLD FORD, Jr.

VOLUME 10 JUNE, 1956 NUMBER 6

The Editor is pleased and gratified by the large number of letters he has received from readers all over the country asking him to remain as Editor of The Fare Box. So far I have received over sixty, and they continue to arrive daily. You are all very kind, and I hope to be able to answer each letter individually...but if I do not, please understand that I am deeply grateful for the kindness and generosity of each and everyone of you. Your words have given me a better perspective of things. Under the circumstances, I shall most heartily accede to the wish expressed by so many of you, and remain on as your Editor. I do not do this out of a feeling of duty; I do it because you have reaffirmed my faith that editing this news-letter can still be a lot of fun, and at the same time provide interest and entertainment and cohesion to the hobby. And so, my Friends, let's get back to the business of collecting tokens and studying them. The Fare Box is behind schedule (as usual) and there's work to be done!

Because I had honestly not anticipated continuing on as Editor, I neglected to bring to Tacoma with me any of the reserve articles and materials with which I usually fill up an issue. As a result, I must start from scratch in this issue with very little to put in it. I hope you will not mind my filling it mostly with personal anecdotes which, I hope, will be of some interest to collectors. I hope to bring out the July issue before July 31, or before the Convention at any rate. I shall greatly appreciate some articles from you to put in that issue. Otherwise, we'll have little to go on.

Collectors who are members of the A.V.A. will find included with this issue their official A.V.A. ballots for the election of officers. It is very important that you mark your ballot and mail it immediately to Mr. Ben T. Barraclough - 3635 Nicollet Avenue -



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Minneapolis 8, Minnesota. Mr. Barraclough is Chairman of the Election Committee, and ballots must be received by him no later than August 4 in order to be counted. It is, of course, of extreme importance that you exercise your right to vote. Elections have been won or lost by a single vote in the past. We are fortunate that no matter who is elected, the officers will be competent, capable men. For President you have to make a choice between Mr. Kimmons and Mr. Jefferson. For Curator you must choose between Mr. Bartley and Mr. Barnett. Candidates for the other three offices are unopposed, but you may write in the name of someone else if you have the desire.

The mailing situation of The Fare Box has become critical. I mailed the May issue on June 15 at Cambridge. I arrived in Tacoma eight days later, but a copy mailed to myself at Tacoma had not yet arrived. It didn't arrive for another week, and that was the case with all of our West Coast subscribers who get their copies by 3rd class mail. Ever since the December issue, it has taken over two weeks for copies to get across the country. This situation is intolerable. I would therefore suggest to the membership that they seriously consider the possibility of using First Class mail on all copies. If you will be unable to attend the Minneapolis Convention, drop Mr. Kimmons a card giving your opinion on the matter. An 8-page issue, mailed in a light-weight envelope, weighs just under an ounce, making the 3¢ rate possible on first class mail. Bigger issues (5 sheets or more) would require 6¢ each on first class. It would mean an additional expense of less than $50 a year if we were to use first class exclusively. An extra 25¢ on the annual dues would help considerably to defray it. Give it some thought.

Pages for the Foreign Check List will have to be delayed until I return to Boston (September issue). Thereafter, I hope to run two pages of it per issue. Time permitting, extra pages will be issued as often as possible. Mr. Smith has done a lot of work on this list, and we all owe him a debt of gratitude for his efforts.

I expect to have quite a bit more time, once I get settled in Boston, and you may then expect, at long last, some positive action on those supplement pages for states which are to be done over in the U.S. Check List. Over a period of two or three years, we may look toward having the entire list done over, state by state. There are about ten copies of the Check List still unsold, which fact makes work on the supplements quite important.

Meanwhile, remember the Minneapolis Convention will be held on August 4 and 5, 1956, at the Hotel Normandy in that city. It is important that we have a large attendance at this meeting, so do try to be there if you think you can make it. For further information or room reservations, write Mr. Bob Butler - 731 E. 26th St. - Minneapolis, Minnesota.

Chicago is planning to abandon its Kenwood and Stockyards elevated lines....University City Transit Co. of Fayetteville, Ark., is going out of business....Oldest passenger RR in the world is the Swansea & Mumbles Ry. in Wales, built in 1804, horse-drawn till 1877, it is still going strong (according to Ripley).

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APPLICATIONS FOR MEMBERSHIP

208 Alexander P.B. Faubert - 3431 Webber St. - Saginaw, Michigan
Age 45, Inspector. Collecting 2 years.
209 Edrick J. Miller - 694 Senate St. - Costa Mesa, California
Age 27, Statistician. Collecting 1½ years, 175 pieces.

THE FIRST ANNIVERSARY OF THE NEW ISSUES SERVICE

The New Issues Service has just completed its first year of operation under the able direction of John Nicolosi. In the past year, thirty-six new token issues were made available and distributed by the New Issues Service, making it an exceedingly fruitful year for the fifty-five collectors who availed themselves of this service.

The fact that this number of collectors should have sought to unite in this project, to pool their efforts, is indeed gratifying and renders the venture a success in view of our original reasons for organizing the New Issues Service--one letter, one order, and one response, a clerical saving to all parties involved.

We of the new issues service owe a vote of thanks to the following collectors who have secured the following new issues for the Service: Chesney, Wis 430 I J; DiMichael, NJ 975 C and Pa 750 AT; Ford, Calif 240 A; Super, Pa 455 F; Greene, Ind 680 D; Blacks Pa 920 C; Freiberg, Ill 270 C; Coffee, NH 240 A and 835 A; Emrick, Pa 455 B; Jefferson and Nilson, Wash 720 C D; Jagiello, Ark 480 S; Jefferson and Nilson (again) and Freiberg, Wash 80 I. Mr. Nicolosi was able to secure the remaining issues by direct written contact.

At this date there are fifty-five collectors subscribing to the New Issues Service. Any other collector who wishes to start receiving the new issues the easy way, may do so at any time by depositing $3.50 with the New Issues Manager, John G. Nicolosi, whose address appears on the masthead of The Fare Box.

Again, our many thanks to all who have contributed to the first year's success of the New Issues Service.

- Harold Ford and
John G. Nicolosi

NEW ISSUES SERVICE NEWS

Nothing much in the way of news this month. I'm still waiting for results on the two tokens from Puyallup, Wash. As soon as anything develops I will let you know. If I get the tokens I will send them along to you, so bear with me a while longer. Am pretty sure of a new issue soon now, waiting for answer to see if I can purchace them. To those of you going to the convention in Minneapolis, I hope you all have a very pleasant time, sorry I won't be able to make it this year.

- J.G.N.

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NEWS, VIEWS, AND COMMENTS

For the first time since November, 1949, The Fare Box is being issued with fewer than our customary minimum of eight pages. This is because I do not have anything with me in Tacoma in the way of articles to publish for this issue. I could fill an extra two pages with miscellaneous personal ramblings of my own, but there seems no use in doing this in view of the fact that the July issue will follow this one closely. Furthermore, in view of the high cost of farming out the mimeographing job (as is necessary in Tacoma where I have no machine) it seems more sensible to limit the issue. Our next issue, I promise you, will consist of at least eight pages--if you people respond immediately with some articles. So please do me a favor, and get busy and send me something to publish in your news-letter.

On my recent trip across the country, I failed to dig up any interesting tokens. However, the experience was rewarding in many other ways. In Washington, D.C., I discovered that the Capital Transit Co. is in the process of being sold. Fortunately, National City Lines did not purchase the firm, although they were thinking about doing so. N.C.L. is famous for the almost indecent haste with which they convert streetcar lines to "modern buses." There still is a chance that Washington's many remaining car lines will be saved. In New Orleans I learned that their fare of 2 tokens for 15¢ remains and apparently they make a profit on it. But the lowest fare I encountered was that used on the streetcar line running between El Paso, Texas, and Juarez, Mexico. The fare on that line (about a mile long) is 15 Mexican centavos, which is equivalent to slightly over one cent, American. Toll on the bridge across the Rio Grande, for pedestrians, is 2 centavos, or about one-sixteenth of a cent, U.S. Bus fare in El Paso is two for 15¢, U.S. They use modern PCC cars with all side seats on the Juarez line. A visit to the El Paso Bus Co. offices was fruitless. I found a couple of the old Juarez half fare tokens used around 1930 on the race track line; nothing else. El Paso City Lines, which operates the car line to Juarez, says it has no plans of abandoning the cars in favor of buses.

I had a very pleasant visit with Roland Atwood in Los Angeles, who still has over a thousand odds and ends remaining from the Laible collection--nothing particularly rare but a lot of stuff the newer collectors could use. For the benefit of our newer members, I will state that Mr. Atwood has the world's finest collection of U.S. fare tokens. It is always a pleasure to talk with Roland, who has done as much for the hobby as any man alive, and who probably knows more about transportation tokens than any man alive.

In San Francisco I spent the day with brothers Freiberg and Nicolosi and had a splendid time, including (of course) rides on the incomparable cable cars. Ralph still has the Brandon collection untouched, housed in the original albums.

In Seattle I enjoyed a get-together with Don Johns, Gus Nilson, Cecil Jefferson, "Strawberry" Carlson, Mary Lake, and Paul Fouts. We had the opportunity to look at sixty slides of some of the extremely rare tokens from Ralph Freiberg's collection. Ralph had these made at his own expense and is donating them to the A.V.A. I shall have more to say about slides in the next issue of The Fare Box. Till then, send me some articles, please! Use the Tacoma address.

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RALPH FREIBERG'S COLUMN

This is a very lean month for new issues, because the few we did have set aside for June were combined with the May issue. There are no signs of any new issues as yet for July, either.

In my last column I mentioned about the new token for Bremerton. I was in error with regard to the price. It seems that there was a fare of 15¢ and the company was asked to use tokens. So when tokens were used we thought the fare had gone up, but anyhow these are used as convenience tokens at 15¢ straight. It also seems that more people are using these than the company had figured on. They sell in lots of five for 75¢ so it is easy in making change. All the older 16mm tokens of this company are no longer in use and no longer redeemable. However they also needed a school token, so the owner dragged from his basement a couple sacks of the 21mm zinc tokens. Previously these were never used as they would mess up the fare boxes. Collectors were also told that these were to be destroyed. A small quantity some years back was obtained for collectors but otherwise they had not been previously used. See Washington 80 D. So, anyhow, these tokens are selling at a dime now, so the price in the Check List should be changed.

A few years back a similar occurence took place with the tokens of Hammond, Indiana. There was also a zinc token that was never supposed to be used, but a few years later these were also dug out of storage. There is also a 20mm school token of Seattle which was distributed at the 1955 Convention. These also may make an appearance one of these days.

There's also another school token along these lines of which no mention was ever made, and that was issued by White Transportation Company of Raleigh, N.C. There was a quantity of school tokens made and a few years ago they were still in the company's office. Seems there was a mix up in the tariff and somewhere tickets were called for instead of tokens, so the tokens were never placed in use. I was not able to get any from the company but a couple years ago I found one that came through the fare box of another company. So some day these may appear either through Raleigh or possibly Asheville, N.C. I have never listed this token as there has never been a sufficient quantity of them in collector's hands. I don't believe any token should be listed unless collectors have had a chance of buying them.

While I'm at it I might as well mention a 23mm white metal token of El Paso City Lines that has never been placed in circulation. There are a couple of these in the hands of collectors--still not enough to list it, though. Also, about six years ago I came across something that indicated some 16mm tokens were made for a company in Greenville, Pa. I was told that these were never used either, and of this particular one I doubt if there are any that have come into collectors' hands. Also, a while back a few tokens appeared from Westchester Street Transportation Co. Mention of this was made in a previous Fare Box but not enough of these have reached collectors to bear listing.

While I am writing I might mention a token that might or might not have existed. Some time back I ran into a chap who mentioned that he thought that his aunt had a token for the San Pablo Horse

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Car Railway and that when she passed on maybe he would get it. He said his aunt would not part with it as it was something her husband had. So I've been waiting to get a glimpse at this token. However, upon running into this man again, I was told that his aunt had passed away and before he could get the token, the lady who went through her things said she had thrown it away. Now, outside of this story, I cannot find any proof except that this company did exist many years ago in Oakland, California. So maybe there was, and maybe there was not, a horse car token of Oakland, California, that perhaps won't ever be listed because we lack the description.

THE NEW PUYALLUP-SUMNER TOKENS

In the May issue of The Fare Box two new tokens were listed, from Puyallup as Wash 720 C and D. I have learned that they would better be listed from Sumner as that is where the garage and office are located. However, that point is relatively unimportant, since they are actually used in both towns.

I have learned from collectors in Seattle, who have investigated the matter thoroughly, that this firm had a very small quantity of tokens struck, and consequently will not sell them to collectors. It is possible, however, that more will be made up as the present supply diminishes. So their rarity is not guaranteed. Nevertheless at the present time, the company won't part with any of them to collectors.

However, their buses leave from a little depot in Tacoma, and they sell the tokens there. The small ones at 3 for 50¢; the large ones at 3 for $1. Therefore, I am in a position to supply members (and only members) with one set each, if they desire these tokens. They will cost you 55¢ for the pair, plus a stamped-envelope. Only one set to a member, and I'll purchase them at the depot as orders come in. Remember, I can only get 3 sets at a time...otherwise they might realize that collectors are diminishing their supply.

The New Issues Service will not distribute these tokens, because of our inability to get them in quantity. However, Mr. Gus Nilson of Seattle has several sets which he will part with at the same price, so some of you should write him.

Send your orders to the Editor, John M. Coffee, Jr. - 4104 Sixth Avenue - Tacoma 6, Washington.

I understand the owner of this line also operated the line that issued those large heavy copper and brass Puyallup "Tacoma Transit Co." tokens. I have long been in doubt about those tokens, so if I have the opportunity to talk to the man, it may clear up that problem for us.

- J.M.C.

Harold Ford made the press this month with an excellent front page article on transportation tokens in "The Flying Eaglet," a printed numismatic periodical. I have already received some inquiries as a result of it.

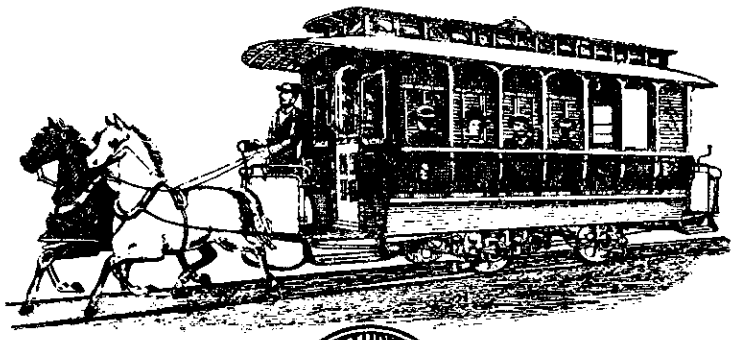
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Asst. New Issues Editor
JOHN G. NICOLOSI
2579 - 35th Avenue
Oakland 1, Calif.



Editor
J. M. COFFEE, Jr.
P.O. Box 1204
BOSTON, MASS.

Associate Editors
HARRY C. BARTLEY
ROBERT M. BUTLER
HAROLD FORD, Jr.

VOLUME 10 JULY, 1956 NUMBER 7

When I received the bill for mimeographing the June issue, I realized that it would be advisable to exercise moderation in the number of pages for the July issue, as well. Hence only six this time. If the minutes of the Minneapolis Convention reach me in time, we'll have a full report for you in the August issue, regardless of how many pages it takes. The August issue closes August 15, so have your material in early for that issue.

I mentioned in the June issue that Mr. Freiberg had had slides made of about sixty of his rarest tokens for the archives of the A.V.A. Mr. Fouts has done the same thing. Without doubt, these color slides are the most satisfactory method of showing tokens to a large group of people--much better than handing the precious item from hand to hand. With slides, the token can be discussed while all are looking at it at the same time, and it is seen in detail. Furthermore, a collection of slides in the possession of the A.V.A. Curator would be available for all conventions, as well as for any other worthwhile purpose. It would greatly enhance study of tokens. In addition to this, it gives us a permanent record of the rarest tokens. In view of this, I would suggest that all collectors see about having color slides made of their unique tokens (tokens which they alone possess), which would then be donated to the A.V.A. Eventually, it is to be hoped that the A.V.A. would acquire a slide collection of all the rare tokens. It may take a couple of years to effect this goal, but it is something for us to think about.

Within this issue is a splendid solution to the problem of the different reverses of the 23mm bus-on-bar tokens. Mr. Freiberg has made up a complete list of such tokens, with all known reverses for each one. Henceforth when listing such a token with more than one reverse-type, it would be advisable to list it thus: Ill 40 A(B).








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A few left at 5¢ over catalog, first come first served. Cal 110 D (both types); Ky 510 BS; Ga 765 A; Minn 540 AE AF AG; Pa 455 F; NY 500 B; NH 240 A, 835 A; Pa 445 B; Ark 480 S; Wash 80 I. At catalog: Pa 70 A B; Minn 600 A; Alaska 500 A; ND 600 B; SC 880 A (no diamonds) at 40¢.

John G. Nicolosi - 2579 35th Avenue - Oakland 1, Calif.

Will pay DOUBLE catalog for the following: Ariz 720 A; Ark 480 N; Calif 760 I; Ill 455 G, 795 Q; Ind 350 C, 570 E, 610 D; Iowa 30 C, 230 K, 740 I; La 670 B; Mass 550 C; Mich 770 E, 935 A; Minn 230 L; Mo 910 B; Mont 140 F; Nebr 420 H; NH 640 C; NY 615 E, 629 K, 631 H; Ohio 175 W; Ore 160 K; Pa 575 D, 590 C, 750 AA; Tex 30 A; Utah 650 C; Wash 10 B, 840 K, 880 H K; DC 500 X.

2/Lt Harold Ford, 11th Air Division Box 374, APO 731, Seattle, Wash.

APPLICATIONS FOR MEMBERSHIP

210 Harry Babb - 550 Maccabees Bldg. - Detroit 2, Michigan
Age 34, Field Engineer. Collecting 4 years, 180 pieces.

211 Foster B. Pollack - 1841 Broadway, Rm 201 - New York 23, N.Y.
Age 30, Real Estate & Insurance. Collecting 2 yrs, 16 tokens.

212 Blaise J. Dantone - 501 Connally Bldg. - Atlanta 3, Georgia
Age 46, Attorney. Collecting 3⅛ yrs.

213 Lee Gilbert - 621 So. Pickwick - Springfield, Mo.
Age 33, Owner of Sporting Goods Store. Col. 1 mo., 75 tokens

214 Rufus Dunn, Sr. - 2003 Union Ave. - Chattanooga 4, Tennessee
Age 72, Instrument Technician. Collecting 12 yrs, 400 tokens.

CHANGE OF ADDRESS

Frank W. Guernsey - 3138 S.E. 78th - Portland 6, Oregon

23mm TOKENS WITH BAR AND BUS

By Ralph Freiberg

We have a group of 23mm tokens which bear on the reverse the words "Good For One Fare" plus the familiar style of bus used on tokens from about 1940 to 1954. These tokens have a Bar on which is located the picture of the bus, and two cut-outs. Now, it seems that all the tokens in this group have one of seven different master dies that have been used. In some cases, more than one die was used for the reverse on tokens having the same obverse. In other words, the obverse of the token is a special die cut specifically for the company ordering the tokens. For the reverse, however, a standard master die was used bearing the inscription "Good For One Fare (bus)". We have been able to discover seven different varieties of the reverse-type master dies. It occasionally happens that one token has different reverse-type dies because on re-orders of the token, the die-stamper would employ a different die for the reverse.

Up to now, our only method of differentiating these dies (outside of "diamond & no diamond" varieties) is simply to note "two die varieties," or something similar. Now, to improve on this system of listing, I have worked out a system which will enable us to differentiate all seven varieties of reverse-types in our listings. I have called the different types of reverse-dies by letters: A,B, C,D,E,F, and G. It's of course possible that even more types may come to light in the future.

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The seven reverse-types may be roughly described as follows:

A - narrow O's and R's; course background; diamonds.
B - wide O's and R's; course background; diamonds.
C - wide O's and R's; fine background; diamonds.
D - narrow O's and R's; course background; diamonds; wide spacing.
E - has dots instead of diamonds.
F - has neither diamonds nor dots.
G - like F, but smaller letters.

The following is a list of all 23mm tokens with reverses which fall into these categories. The best way to familiarize yourself with the different types is to compare tokens from your own collection, using this list as a guide. Collectors having types not listed below are invited to contact me.

Ala 220 L A
240 B C
560 W A F
570 E A
740 A A
Ariz 840 E B C
Ark 450 A A
720 B A
885 G C
Fla 380 N B
O B
625 A A
Ga 20 B B C
Ill 25 E A
40 A A B
70 J A
95 D A
130 G A
135 F A
150 U A
190 E A F
195 G A
270 B A
440 B A
455 I A F
495 F A F
600 C C
660 A A
665 A B C
670 A C
685 B A
720 H A
Ind 330 F A
520 D A B
590 A A B C
610 E B C
690 A A
890 D A B
930 G C
Iowa 110 D A B C D
E B
I B
Iowa 150 G B
230 L A B
380 C B
D B
E B C
740 K C
Kans 450 G A
940 H A B
I B
Ky 630 A B C
La 670 C C
Maine 930 A A
Mich 30 A A
360 B C
525 M A
530 L A
560 L A
M A
N A
650 A B C
770 F A
930 B A
Minn 70 C A
190 C C
210 A A
Miss 460 J A
Mo 140 E A
820 A B C D
B D
C D
860 F A
910 Q A
950 A A
B A
Neb 540 X A B C
N.H. 100 A B
N.M. 100 A B
B B
C A
N.Y. 500 A A
800 A A
N.C. 30 D A
N.C. 470 A B
625 A D
770 C A
980 G A
Ohio 125 L A B
230 Q B
R B
S B
T B
U C
440 F A
G A
H A
745 G A B
Okla 860 O C
Pa 135 B D
325 B B D
C D
D D
E D
870 B B
950 F A B C
G A
Tenn 215 B A
600 I G
J A G
M A
Tex 255 D D
320 ? A
630 A B
640 A D
B B
C B
760 F F
Vt 520 A B D
Va 500 H D
I D
Wash 690 B A
C A
Wisc 410 G E
600 A C
680 B B

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23mm REVERSE TYPES LIST (concluded)

Wisc	790	G A	Wisc	930	C A B
	900	A A		940	C A

THE TOMPKINS BUS CORP. TOKEN
By G.W. Schroder

I have in my possession a token described as follows:

TOMPKINS BUS CORP.
WM 21 Sd 5

I've had this one since the late 1930's and still have had little luck in getting it listed in a central place so it can get proper publicity. In 1939/1940 when corresponding with Ray Cooper of Chicago, I told him about having it (also sent him a rubbing). He didn't waste much time before assigning a number under the old numbering system (1840A), but since those pre-war years, someone decided the token didn't rate a number. There have been lots of active collectors in the New York area since the mid-1930's when this token first came to my attention. Surely, if it had been known to them, they could have turned up more information about it. I think this token should have been listed under Staten Island when discovered, with a note that it may be a single copy of a pattern. In July, 1937, this company's buses were repossessed and the company was forced into receivership. I believe that they had planned on using these tokens for a special purpose (the regular fare was 5¢) but that the courts beat them to it by okeying the receivership action brought on by three creditors. Back in the late 30's and 40's there was a slight chance to contact someone who had worked for Tompkins. It's quite late for that now.

BIG PARADE FOR STREETCARS IN DETROIT
By Kenneth B. Turner

The Dept. of Street Railways in Detroit had a huge farewell parade to say goodbye to the last of the streetcars. Streetcar service started in Detroit 93 years ago, but on April 8, 1956, they gave everyone who wanted a last ride in the trolleys his chance. For 25¢ cash (kids under 12, free) the trollies went the full length of the Woodward Ave. Line from the State Fair Grounds to the new City-County Building.

There were just a handful of trolleys to start as the D.S.R. did not expect such a tremendous response, but they ended up with a 26-car caravan. Each and every car was packed. Souvenir bus tickets were issued to all to commemorate the last trolley run in the State of Michigan.

Haifa, Israel, has begun work on its first subway line which will cost $4,000,000. It will run from Haifa Port to the Mt. Carmel region.

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FLORIDA

Melbourne 520 (reported by John Nicolosi)
CITY OF MELBOURNE FLORIDA
C Bz 23 X Good For One Fare

ILLINOIS

Delete Ill 25 C and list under Wisconsin, Green Bay, 250 A.

INDIANA

Delete Ind 160 A and list under North Carolina, Lexington, 560 A

NORTH CAROLINA

Lexington, 560 A, formerly listed as Ind 160 A.

WISCONSIN

Green Bay, 250 A, formerly listed as Ill 25 C.

UNIDENTIFIED

AUTOS-SKOOTER TEWE VALABLE POUR 1 VOITURE 1 OU /PERSONNES
66 WM 41 Sd (blank)
McINTYRE & PAXTON GOOD FOR TICKET FOR RIDE ON OVER
67 B 19 Sd Wheel Boats Dutchman Coaster

RALPH FREIBERG'S COLUMN

Here we have another lean month. However, we have one new issue to list. John Nicolosi does not seem to get too many tokens for his collection nowadays, so is spending some time writing to various places asking for different dog tag licenses. One of the places he wrote to was Melbourne, Florida. He asked if they had any spare dog tags or tokens, and was sent the token listed in this issue. Just what is the meaning of the letter X in the center of the token is not known at this time. The only thing he could find out is that they are 15¢ each, and he has obtained some for the New Issue Service. This may seem like a crazy hobby to some of us, but if anyone has any spare dog tags around the house, if they are sent to John Nicolosi, they will be appreciated. His address appears on the front page of The Fare Box. There must be some who have just got a new one for their dogs, so instead of tossing the old dog tag away, just send it along to John.

A couple months back Bill Eisenberg mailed out a supplement, I believe, to different collectors. In this we had noted the change of that Indiana token to its rightful place as N.C. 560 A (ex Ind 160 A). There is another token which I mentioned in the March Fare Box as switching from Ill 250 C to Wisconsin for Green Bay. The

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new number of that token will be Wisc 250 A. So for those of you who want to keep your Check List up to date, make these switches.

I am also going to list a couple of amusement park tokens in the maverick list. It is possible that one of them might be from Canada or from France, as it has French words on it. This was previously reported to me from someone else. However, the latter one is in the possession of Mr. Atwood. Possibly from the description of the token, someone may recognize where it is from.

I expect to have some extra spare time in the next couple months after the convention and now that our Editor is finished with school we hope to get going with the revised states. I have been gathering corrections for some time and other information. However, the only way I have to judge just how scarce tokens are and to give a correct pricing on them, is from the amount of want-lists in my possession. There are tokens in our Check List which are priced at $3.50 of which enough have since been found to lower the price, and others which are priced lower should be raised. Harold Ford who is now up in Alaska has been trying to make a chart of just how many of certain tokens are around. So I would appreciate want-lists from whoever can take the time to make them out. I do have some common dupes which a lot of newer collectors may need, and if they want to let me know I will send them a list of what I have to sell. However, I would still appreciate want-lists from those, even if they do not want to buy any tokens.

NEW ISSUES SERVICE NEWS

A new issue will be in the mail for you soon now; it will be mailed the first part of August (Fla 520 C). I came upon this token in a most unusual way. I wrote to the City of Melbourne, Fla., for dog tags (yes, I collect them) and instead of a dog tag when I opened the letter, there was this token. I certainly was surprised, and also happy, to get the new issue, even if I didn't get a dog tag. So it pays to keep writing; sooner or later something will pop up as in this case.

In John Coffee's article in the May Fare Box on the Puyallup-Sumner tokens, you will see in detail why I'm unable to send you the two tokens from Puyallup. This is the first time in our one year's experience that I have failed to send you any new issues listed in The Fare Box. Some way or another I have always managed to get them, either by direct written contact or through some other means, and through our subscribers. I have more or less expected something like this to happen, but fortunately this has been the first time in the first year of our operation. Had this not happened, we would have had a perfect year.

I am hoping that in the coming year this won't happen again, but it cannot be foreseen. Let's all try and dig up some new issues (oldies, too.).

- John G. Nicolosi

Atlanta, Ga., has gone to a 15¢ straight fare, with the 4-for-55¢ tokens eliminated...Waco, Tex., has also dropped its 12½¢ tokens.

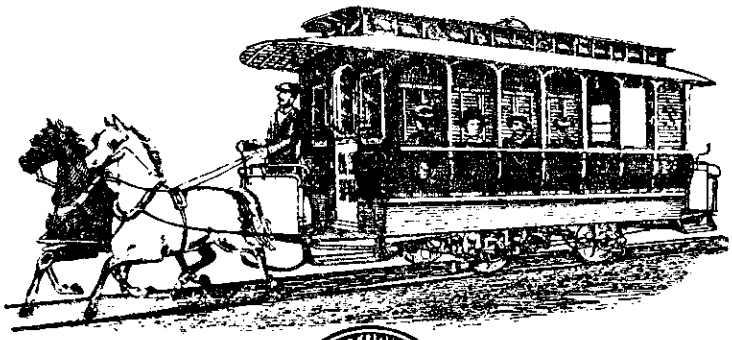
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THE FARE BOX

A MONTHLY NEWS-LETTER FOR THE COLLECTORS OF TRANSPORTATION TOKENS

New Issues Editor
RALPH FREIBERG
4142 - 26th Street
San Francisco 14, Calif.

Asst. New Issues Editor
JOHN G. NICOLOSI
2579 - 35th Avenue
Oakland 1, Calif.



Editor
J. M. COFFEE, Jr.
P.O. Box 1204
BOSTON, MASS.

Associate Editors
HARRY C. BARTLEY
ROBERT M. BUTLER
HAROLD FORD, Jr.

VOLUME 10 AUGUST, 1956 NUMBER 8

KIMMONS AND BARTLEY ELECTED; DUES HIKED TO $3.00

A highly successful and harmonious Convention in Minneapolis this month saw the reelection of Eroy L. Kimmons to his fourth term as President of the A.V.A. and the election of Harry C. Bartley as Curator. Mr. Barraclough distributed little lapel pins bearing a replica of the A.V.A. emblem to all delegates, and made a supply available for all members, who may purchase them from the Secretary for a dollar apiece. Membership dues were raised to three dollars a year for the purpose of underwriting the cost of mailing The Fare Box by first class mail to all members. Actually, assuming membership figures remain as they are, this will bring in considerably more than would be necessary for first class postage, with the result that the financial condition of our organization should improve immeasurably. Personally, I think this is a good thing, and it will enable us to broaden our horizons in the future, with a lot more activity.

In line with the increase in membership dues, non-member subscriptions to THE FARE BOX are hereby increased to $3.00 a year, effective immediately. Henceforth all issues will be mailed by first class mail, with commemorative stamps. Those desiring airmail may have it for an additional 75¢, sent directly to the Editor. As we have said before, we reserve the right to refuse either renewals or new subscriptions, when we feel such subscriptions would not be in the best interest of the Association. Advertising rates remain the same, as printed on page 78 of the October 1955 issue. All members are entitled to five lines of advertising free, in every issue.

The Editor is returning to Boston August 23, so henceforth use the Boston address, given in the masthead, for correspondence. Deadline for the September issue will be September 5.



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For Sale or Trade - at catalog - Alaska 300 A B, 500 A. Minn 600 A B N.D. 600 B. Pa 70 A B. Also N.C. 630 A to trade only for a higher priced token I need. What have you?
John G. Nicolosi - 2579 35th Avenue - Oakland 1, Calif.

APPLICATIONS FOR MEMBERSHIP

215 Edward M. Cutler - 11603 Ruthelen Ave. - Los Angeles 47, Calif.
Age 53, Senior Engineering Aide. Collecting 1 yr. 150 items.
216 Dr. Herbert Eccleston - 124 Elm Ave. - Hackensack, New Jersey
Age 42, Physician. Collecting 5 years, 50 tokens.

NEW ISSUES SERVICE NEWS

All Fla 520 C tokens have been mailed, and you should all have them by now. Still no information as to what the "X" stands for. These tokens were used for both adult and child fares. They were discontinued two years ago and have been on cash fare since. This month will be a little better month, as you will receive two tokens, one from Manchester, Conn 240 A (Silver Lane Bus)--Mr. Dawson obtained these for us; thanks Mort. Also Akron, Ohio, has silver-plated their tokens--A.T. Co., N.O.T. & L. and N.O.P.L. Mr. Chris Cook got these for us, and thanks also to you, Chris. On these tokens we are having quite a time of it, as the A.T. Co. tokens came in both brass and bronze. Ralph Freiberg and I spent an afternoon filing over a hundred of these tokens, and only came up with two of the brass ones. So it looks as though the brass ones are scarce. I am only sending you the bronze ones, silver-plated, as there are more of these. Am also trying to have Chris Cook get me a supply of the N.O.T. & L. tokens. If successful, I will forward them to you. And also if in the future I can get the brass A.T. Co. ones and the N.O.P.L., I'll send them along. So as it stands now, you will receive only one of these three tokens, the silver-plated bronze 10 S. If I were in Akron I could buy these tokens by the hundred, take them home and file them, and then resell the remainder to the company or bus drivers and buy more and keep doing this till I came up with the right amount of tokens I need for all subscribers. But I can't very well do that, so you understand my position. It looks like we will soon have 5 more new issues from one city. More on this later. The Vaughan Bus Lines (SC 880 A B) began operations a few months prior to January, 1950. Operations ceased shortly after the accidental death of the owner, Mr. G. Frank Vaughan, in June, 1951.

- John G. Nicolosi

Mr. Turner sends us a clipping which announces that Twin City Motor Coach Co. of Benton Harbor, Michigan, is going to go out of business next December 31 unless it can halt revenue losses. Losses in June were $1,464 despite a fare boost and the abandonment of tokens. Bus fares as of June 1 were pegged at 20 cents for adults and 10 cents for children.

This, I presume, is the line that used the "Benton Harbor & St. Joe" tokens--in which case they are all now obsolete. But I can't be certain from the article.

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SIXTH ANNUAL CONVENTION OF THE AMERICAN VECTURIST ASSOCIATION

- minutes of the meeting -

The meeting opened at 2:15 p.m. with 21 members present. The meeting was opened with a short prayer by Mr. Bartley. Bert Baker, President of the Midwest Transportation Token & Ticket Club, greeted the members, followed by a word of greeting from Mr. Kimmons, A.V.A. President. Roll of the officers was taken, with Mr. Kimmons, Mr. Frisbee and Mr. Black being present. Mrs. Robert Butler was appointed acting secretary.

The following committees were then appointed: Credentials: Robert M. Butler, William Carr and Ben Barraclough. Auditing: Johnnie Jones, Harold Chesney and Kenneth Snyder. Constitution and By-Laws: Corinne Black, Ralph Koller, and Ralph Freiberg. One additional member to the ballot committee to replace Bartley, who is running for an office: Mr. McRobie.

The Treasurer reported a bank balance as of June, 1956, in the amount of $421.48. Report accepted.

Mr. Kimmons read Mr. Coffee's financial report for the publishing of THE FARE BOX and made the proposal that we send Mr. Coffee $75.00 for expenses of THE FARE BOX for the balance of the year. Motion was made, seconded, and carried.

The Curator reported no expenses and also stated that all the material has been filed and ready to turn over to his successor.

Discussion followed on the A.V.A. emblem pins. Mr. Barraclough gave each member attending the Convention in Minneapolis an A.V.A. emblem pin as a souvenir for attending the convention. Mr. Barraclough donated the balance of the pins ordered, to the A.V.A. with the provision that anyone wishing one of these pins be charged $1.00 for it. This donation settled the long standing emblem question, and Mr. Kimmons dismissed the Emblem Committee.

Mr. Kimmons made two propositions to the Board: (1) that A.V.A. purchase the token slides shown at the convention in Seattle, and (2) that Kenneth Smith be given authority to do the Foreign Check List.

Correspondence was received and read from the following people: Telegrams from the Seattle Transportation Token Club, from Bill Eisenberg, and from Shirley and Mort Dawson. Letters from Mr. MacDonald, Bill Fyler, Faye Palmer, Mr. Church, and Mr. Schwartz.

Under bills and finances, a bill was submitted from Mr. Eisenberg for $8.81. Moved and seconded to pay. Carried. Another bill was submitted from Mr. Eisenberg for $8.31, for a filing cabinet, membership cards, etc. This bill he wishes to be forgotten, as it is his desire to make these items a gift to the organization. The gift was accepted by those present, and a vote of thanks was extended in Bill's behalf. The President submitted a bill for $5.00. Motion made, seconded, and carried to pay.

There was no unfinished or old business. Under new business a motion was made that changing the dues to $3.00 should be referred to the By-Laws Committee.

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Discussion followed regarding a new Check List. A motion was made that a committee be appointed by the President to work on a new Check List with authority if necessary to print a new one. Motion was seconded and carried. A motion was also made that the officers of the organization look into the condition of the mimeograph machine, and if the old machine is not worth repairing, that the Executive Board look into the matter of a new mimeograph machine and if necessary be empowered to make the purchase. Motion carried.

Mr. Kimmons asked that the Midwest Transportation Token Club submit a statement of their expenses incurred for this convention, as they are to be paid for by the A.V.A.

A suggestion was made that in future elections, people should be selected who are able to come to conventions.

Recess was declared for thirty minutes to enable the committees to function. The meeting reconvened at 4:45 p.m.

The Auditing Committee reported that all books are in order. Their report was accepted.

The Constitution & By-Laws Committee amended Article 7 Section 2 which now reads: "The dues of the Asscciation shall be $2.00 per year, payable in advance, except that dues for new memberships which shall become effective on or after July 1 in any year shall be $1.00 for the remainder of the year," to read: "The dues of the Association shall be three dollars ($3.00) payable in advance, except that dues for new memberships which shall become effective on or after July 1 in any year, shall be one dollar and fifty cents ($1.50) for the remainder of the year. This is to enable The Fare Box to be mailed first class."

The Balloting Committee reported the following officers elected for the year 1956-1957.

President:	Eroy L. Kimmons
Vice-President:	Morton Dawson
Secretary:	William E. Eisenberg
Treasurer:	R. K. Frisbee
Curator:	Harry C. Bartley

Mr. Max M. Schwartz sent in a bid for New York to be the Convention site for 1957. Bid accepted.

The Meeting adjourned at 5:15 p.m.

Respectfully submitted,

ANNA BUTLER, Acting-Secretary

ELECTION RESULTS

Actual votes received by the candidates are as follows:

President: Kimmons 47. Jefferson 24. Atwood (write-in) 1.
Curator: Bartley 55. Barnett 16. Laflin (write-in) 1.
Vice-President: Dawson 72.
Secretary: Eisenberg 72.
Treasurer: Frisbee 72.

Total of 72 votes were cast.

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A MESSAGE FROM THE PRESIDENT

To my Fellow Vecturists, Greetings:

At this writing, my family and I have just gotten in from a grand vacation trip, of over 6,000 miles, in which we visited many national parks, completing all states west of the old Mississippi River. The scenery was some of the most beautiful in the United States.

First of all, I want to express my sincere appreciation to all of you who voted for me in the recent A.V.A. election. I assure you that I will do my best to do the things that will make this a better organization. I invite the comments and suggestions of every member. I also want to express my congratulations to Bill Eisenberg, Toby Frisbee, Mort Dawson, and Harry Bartley, on their elections to their respective offices. I know that I can count on them for their support. I especially want to thank Bill Eisenberg for the excellent job he has done as Secretary for the past year.

Those of you who were unable to attend the meeting in Minneapolis certainly missed a fine meeting. The meeting was one of complete peace and harmony. I want to take this means on behalf of the A.V.A. to thank all of the members of the Midwest Token Club for the hard work they did in making this meeting such a huge success. I especially want to thank Ben Barraclough for the A.V.A. Emblem, which was given to each member present. The lapel emblem is an exact replica of our A.V.A. seal, in red and white background with gold letters. Mr. Barraclough paid for having the die made and about 75 of the lapel emblems; the balance of over 40 of them were donated to the A.V.A. and any member desiring one can obtain one by writing the Secretary, Bill Eisenberg (2717 West Carson St. - Pittsburgh 4, Pa.) and enclosing $1.00 plus a self-addressed stamped envelope.

I want to express my thanks to Mrs. Anna Butler who did such an excellent job as Acting Secretary.

I had received numerous letters and cards from members complaining about the delay in receiving The Fare Box, due mostly to 3rd Class postage. Most members suggested raising the dues to $3.00 per year, and have The Fare Box sent first class mail. This was referred to the Committee on Constitution and By-Laws. They recommended that the dues be raised to $3.00 a year. This was voted on by the members present to accept.

Mr. Coffee had previously written me about the condition of our mimeograph machine. Mr. Barraclough made a motion that the A.V.A. look into the matter, and not spend any money repairing the present machine, but to trade the old machine in on a new one, asking the members to kick in with a few bucks each, the A.V.A. treasury to pay the balance. Since I started the first fund for our present machine, I will start this one off with the first five bucks.

The entire A.V.A. organization should be most grateful to Ralph Freiberg for his surprise gift of 88 slides of the rare tokens of his collection, which he had made in Seattle, and which were shown at Minneapolis. In addition to this, the Midwest Club had made a tape recording explaining the history of the slides which the A.V.A. purchased from Paul Fouts. It is hoped that other collectors will have

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slides made of their rare items. Some day we will have a permanent record of all our rare tokens.

Those of you who did not attend the banquet sure missed a good time. The dinner was delicious. I must have gained a couple of pounds.

I want to express my sincere thanks, and that of my family, to Bob and Anna Butler for the very tasty picnic lunch which was served to all members of the Convention at their home. I am quite sure that I speak for all who attended. We had a wonderful time--only wish I could have seen more of Bob's nice token display.

In closing I want again to express my sincere thanks to all members of the Midwest Club for the hard work they did in putting on such an excellent program. I know that those of us who attended are looking forward to attending another A.V.A. Convention in Minneapolis. I am also quite sure that all future conventions can be as peaceful and in complete harmony as this one was. Let's put aside the petty jealousy, etc., and we can have a great organization.

If the Good Lord is willing, and everything goes along OK, my family and I will see each of you at the A.V.A. Convention in New York City in 1957.

Fraternally yours,

EROY L. KIMMONS, President.

REVERSE TYPES ON THE SEDALIA TOKENS
By Frank C. Greene

A few weeks ago I read in the Kansas City paper that bus service would be resumed in Sedalia, Missouri, after having been shut down for some months. A few days ago I had to make a business trip to that area and ran on over to Sedalia to find out if the new company would use tokens. I found the new owner and he said they would use a cash fare. When I told him why I was asking, he said he had a bag full of the old tokens and made an offer I could not refuse. There were 100 rolls (the old rate was 8 for $1.00) of eight, in the bag. When I got back to Kansas City I ran a magnet over the rolls and found only two of the steel, Mo 820 C. In the rolls opened so far, there were only a few brass, 820 B; nearly all were 820 A. The reverses of 820 A were about evenly divided between types C and D, but I have found five with the B-type reverse. I will be glad to send out 820 A with the C and D reverses and 820 B at catalog, as soon as I return from vacation in September. (I am leaving August 18 for Honolulu.)

Frank C. Greene - 900 East 9th St. - Kansas City 6, Mo.

The Angels Flight inclined plane Railway in Los Angeles, 335 feet long, has asked for its second rate increase in 54 years. It wants fares at 5¢ a ride instead of 2 for 5¢; round trip rate of 6¢, and 15-round-trip commuter books for 65¢ instead of 50¢ as at present. Prior to 1953, rides were only one cent each in commuter books. The line is one of the most picturesque little rides left in America.

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CONNECTICUT
Manchester 240 (reported by Mort Dawson)
SILVER LANE BUS LINE INC. (BUS)
A WM 23 Ball Good For One Fare (bus)(2 slots) $0.15

IOWA
Belmond 75 (reported by L. Baker, Minneapolis Club)
SNYDER BUS & TRANSFER LINE BELMOND, IA.
A o B 29 Sd Good For 1 Ride 3.50

MASSACHUSETTS
Boston 115 (reported by John Coffee)
DREAMWOLD MOTORCOACH COMPANY ARNOLD LAWSON PRES.
O o WM 22 Sd Good For One 70 Cent Fare 2.00

MICHIGAN
Vassar 945 (reported by William Carr)
E. HUMES LIVERY & AUTO LINE TELEPHONE 53 VASSAR. /MICH.
Humes' Bus Line Vassar. Mich. Good For One
A o B Oc Sd /Single Trip E. Humes Prop. (26mm) 3.50

MINNESOTA
Duluth 230 (reported by Julius Kurtz, Minneapolis Club)
DULUTH-SUPERIOR TRANSIT COMPANY DULUTH OR SUPERIOR
P WM 16 Ov Good For One Fare Duluth or Superior
/B.D. Schneider Treas. .20

OHIO
Akron 10 (reported by Chris J. Cook)
A.T. CO. AKRON
S Bz 16 A Good For One City Fare (silver-plated) .20
T B 16 A Good For One City Fare (silver-plated) .20

UNIDENTIFIED (reported by L. Baker, Minneapolis Club)
ST. P.P.B. FERRY. 2½¢
68. B Oc Sd (same as obverse)(26mm)

RALPH FREIBERG'S COLUMN

After a couple of lean months, this time we are doing better. I have just returned from Minneapolis where I met various collectors and had a very good time. I hope that I shall be able to attend again when another convention is held there. Next year I hope to make the one in New York City. For those who have attended former conventions and felt that there was too much business connected with them, I do not think too much time will be taken up in the future with these business sessions, because in the future, I believe, these meetings shouldn't take longer than two hours at the most. We raised the dues mainly because in some cases it took too long to get The Fare Box to various members by the third class method.

Anyhow, while there, I was shown a couple of depotel tokens, one by L. Baker of the Midwest Club which was our host and another one by W.L. Carr. Needless to say, this type of tokens is very scarce and seldom do more than half a dozen of them ever show up.

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Also, while looking over lists of the Midwest members, I noted a token from Duluth which had not been noted before. It's possible that a letter to me reporting this token was lost in the mail. Anyhow, it is the same as other tokens of that city with the exception of the name of the new Treasurer. It's almost impossible to make out this new name, but I took the name from the Mass Transportation Directory. So after seeing it there you can make it out a lot better. They have about a 5-for-90¢ rate in Duluth at the present time.

Mort Dawson also came up with a new token and he sent a supply of them to John Nicolosi to be distributed for the New Issue Service. This is from a town that never had tokens before. It's strange to hear of towns wanting a 2-for-25¢ rate whereas others are in the 15¢ or 20¢ group and then again some are even going above the 20¢ mark.

Akron, Ohio, has raised fares again and this time they have silverplated their tokens, so this means a bunch of new varieties. So far we have obtained enough of the Ohio 10 S tokens for the New Issues Service, but haven't got enough of the 10 T tokens. It means on an issue like this that many tokens will have to be filed to find the various metals. Maybe about one in every ten is a brass one underneath. So for a while it may mean a bunch of tokens passing forth between the Akron boys and John Nicolosi before everyone can be taken care of. Along with the A.T. tokens, there are some of the N.O.P. and N.O.T. tokens that also got plated. If enough of these tokens can be found to take care of the demands of all those who will want them, they will be listed. In other words, I'll treat it like a token that was never used. These will be listed only if enough are available to go around. The company is using these and so if enough can be found, then they will be listed; otherwise they will be treated as errors. Also in this same group the zinc ones were not supposed to be plated, but I believe if any of these are found it will be by error only. Those who subscribe to Nicolosi's New Issue Service should let John know if all the varieties will be wanted, because some don't collect the plated varieties.

It isn't known where the maverick shown me by Mr. Baker was found, so if anyone has any idea of what ST. P.P.B. may stand for, let me know. Also, it is possible that this isn't even a transportation token.

Rod Moulton has reported a couple tokens. On one, the company says they have never had any made. This is a school token for Nashville Transit Company. Nashville, Tenn., says no tokens of this description were made for them, so if anyone has knowledge of this token, let me know. Another token from Rod Moulton may possibly be from Miami, Florida, so hope to have something on this next month.

Finally, we are listing the Dreamwold token, described on page 21 of the March 1956 Fare Box, from Boston. John Coffee has done quite a lot of investigating on this token, and the best information available indicates that this token was used between Boston and Newport, R.I.

Hull City Transport, Hull, Ontario, has dropped the use of tokens and gone to a straight 10¢ fare. Tokens formerly sold for 3-for-25¢.

Galesburg (Illinois) City Lines has gone out of business because of lack of business. The city is thinking of taking over.

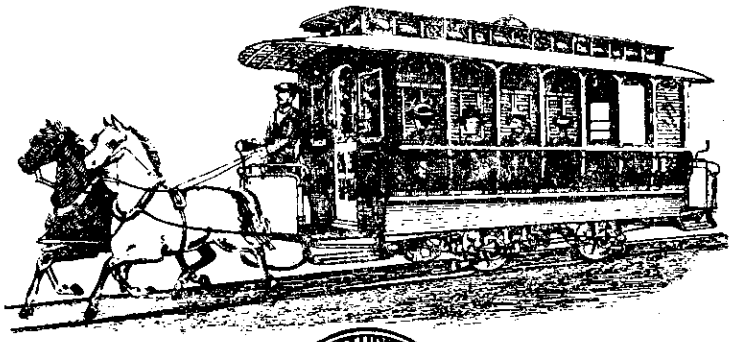
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Editor
J. M. COFFEE, Jr.
P.O. Box 1204
BOSTON, MASS.

Associate Editors
HARRY C. BARTLEY
ROBERT M. BUTLER
HAROLD FORD, Jr.

VOLUME 10 SEPTEMBER, 1956 NUMBER 9

If any of our readers are familiar with the uncertainties involved in moving into a brand new apartment building, theywill understand the delays and troubles which have visited the Editor these past few weeks. I am only just now getting settled, and for a very long period after returning to Boston, I was unable to move into the apartment or get settled. All Fare Box materials and check lists had to stay in storage where I couldn't get at them. Thus the delay.

All outstanding orders for Check Lists have now been filled, and anyone who hasn't received his Check List should notify me immediately At this writing we have exactly three copies of the Check List remaining unsold and unordered. Those are expected to go within a week.

The A.V.A. is now engaged in raising by voluntary contributions sufficient money to buy a new electric mimeograph machine. Our present one, while it still works, is far from satisfactory for our needs. I figure we will need about $400. Send your contributions to Mr. Frisbee, the Treasurer.

Inside this issue collectors will find an interesting article, sent in by Harold Ford, about the Roxbury Coaches. I was particularly interested in the mention of the "old church in which the Apostle Eliot preached." John Eliot, "noblest of our Puritan forefathers," was one of the founders of the First Church in Roxbury, of which your Editor is now minister. The Fifth Meetinghouse, built in 1804, now stands on the site of Eliot's old log church, and the church which he helped to found is still going strong, after 325 years. The old Norfolk House, mentioned in the article, is now a settlement house for underprivileged children.

With good luck, you may count on pages from Mr. Smith's Foreign Check List with the October issue. I regret that time and circumstances don't permit their inclusion with this issue.



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THE SECRETARY'S COLUMN

To all who voted for me in the past election I wish to extend my heartfelt thanks for your confidence. I hope I can serve you as well the ensuing year. This has been a very busy year for me with all of the work I have had to do for the Organization. This I do not mind doing when I have such a grand and cooperative group of people to work with. New members are coming in at an encouraging number. So let all of us see how many new members we can gain this next year and make our organization bigger and better than ever.

Anyone desiring to make a contribution to the Mimeograph Fund of the A.V.A. kindly send it to the Treasurer, Mr. R.K. Frisbee - 237 So. Kalamath St. - Denver 9, Colorado. Please state that your contribution is for the Mimeograph Fund. Any amount large or small is very welcome, so let's all pitch in and do our part. Your name will be listed in a future issue of The Fare Box. I don't want to sound suggestive, but personally I am remitting $5.00.

Anyone desiring an A.V.A. Lapel pin, kindly forward $1.00 plus a self-addressed stamped envelope to the Secretary. Quantity is limited so hurry if you want one. (Address: 2717 W. Carson St. - Pittsburgh 4, Pa.) Mr. Barraclough has done an excellent job on this and the pins are beautiful. Mr. Barraclough deserves a vote of thanks from the membership for his unselfish contribution and gift to the Organization.

- William E. Eisenberg

RE-INSTATEMENT TO MEMBERSHIP

74 W. Gordon Robertson - A-2 8219 Belair Road - Baltimore 6, Md.

ROXBURY COACHES - NEW LINE (MASS 115 A, LOW 116)

The "Roxbury Coaches" were those which ran through what is now Washington Street, Boston, over "The Neck" to the top of the hill in Roxbury where once stood the old church in which the Apostle Eliot preached, in the ancient days of New England. The Norfolk House, a famous hostelry on the opposite side of the street, was their stopping place until the line was discontinued. These coaches were long omnibuses, carrying sixteen to twenty persons inside, and were drawn by four horses. At first they made hourly trips, and hence were called the "Roxbury Hourlies." They were handsomely painted, and on their sides bore a distinguishing name--"Regulator," "Conqueror," and one, the "Aurora," with the goddess in her cloud-borne chariot on its yellow sides, made a great impression on the juvenile mind when it first appeared. For a long time a Mr. King managed the business; later he met with opposition from a line of coaches of more modern style, like the New York "stages," which was started, I believe, by Mr. Hobbs, and made more-frequent trips. The Roxbury Coaches continued to run for a short time after the horsecars were introduced as competitors on the same route, but finally succumbed to the "march of improvement" about 1856.

- from Hard Times Tokens by L.H. Low, published 1899.

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Having purchased a small collection, I have the following good duplicates for sale at catalog (only 1 of each): Fla 440 A; Ill 150 N; Iowa 150 C; Md 60 P; Mass 505 A; Minn 540 H; Neb 540 P; Neb 440 F; N.C. 450 B; N.C. 950 B; Ohio 165 T; Tenn 375 A; Tenn 430 F; Tex 145 B; Tex 565 A; Va 620 N. Stamped self-addressed envelope, please. First come, first served. Money back immediately if sold out.
J.M. Coffee, Jr. - P.O. Box 1204 - Boston 4, Mass.

APPLICATIONS FOR MEMBERSHIP

217 W. D. Shupe - 836 Berkeley Road - Columbus 5, Ohio
Age 53, Coppersmith. Beginner.
218 John D. Bland, Jr. - 4346 196th Street - Flushing 58, N.Y.
Age 58, Internal Revenue Agent. Beginner, 50 tokens.
J-219 Richard Sollom - 730 Oak St. - Grand Forks, North Dakota
Age 16, Student. Collecting one year, 34 tokens.
220 Louis Sopata - 208 California Ave. - Santa Monica, Calif.
Age 53, Coin Dealer. Collecting 3 yrs, 5,000 coins & tokens.
221 Edward C. Lester - 3370 Hunter St. - Los Angeles 23, Calif.
Age 32, Barber. Collecting 6 months, 14 tokens.
222 George Gould - 1217 Hemlock Ave. - Everett, Washington
Age 18, Theatre Doorman. Collecting one year, 450 tokens.
223 William G. Bruce - 5433 12th Street, N.W. - Canton, Ohio
Age 45, East Ohio Gas Co. Collecting 19 yrs, few items.
224 Richard H. Beimer - 3225 Avenue L - Fort Madison, Iowa
Age 42, Owner of Garage & Station. Col. 2 yrs, 300 tokens.
225 Charles H. Runyon - 812 Talma St. - Aurora, Illinois
Age 57, Lathe Operator. Beginner, 6 tokens.
226 Kenneth H. Moyer - R.D. #3 - Easton, Pennsylvania
Age 37, Steelworker. Collecting 2 years, 100 tokens.
227 John M. Barnes - Box 605 - Idyllwild, California
Age 26, Student. Beginner, 150 tokens.
228 F. Gordon Smith - 14 Miller Stile Road - Quincy 69, Mass.
Age 62, Retired. Collecting 50 years, 29 tokens.

BRITISH CELLULOID TOKENS DATED

Roland Atwood sends us a clipping dated January 18, 1905, which would indicate that the earliest British celluloid tokens date from that period. The article reads as follows:

"New Tramway Coinage--In a few weeks new 'coins' will be in circulation in London. They will be made of celluloid and coloured blue and red, the former being of the value of a halfpenny and the latter of a penny. An elaborate device will indicate that they are issued by the County Council for the purpose of being exchanged for tramway tickets.

"The tokens, which will not be obtainable in quantities less than 5 shillings in value, have been adopted owing to the trouble of having to deal with immense accumulations of copper coins. They are already in use in one or two places in England."

Harold Ford managed to get himself a 14-inch write-up in the Fairbanks (Alaska) weekly paper last month, and hoped to get some of the old aluminum tokens as a result. But so far, no tokens, he says.

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AUCTION prices indicated are from Atwood's AUCTION
AUCTION Check List to serve as a guide. AUCTION

C L O S I N G D A T E O C T O B E R 9

1 Iowa 370 B	$1.00	14 Cal 575 A (8 w.)	.50
2 Iowa 370 C	.75	15 Neb 540 P	.25
3 Ind 800 A (Unc.)	.10	16 Mass 550 D	.15
4 Tenn 430 A	2.00	17 Iowa 600 A	.25
5 Wisc 170 B	1.00	18 Iowa 730 B	.15
6 Alas 300 B	1.50	19 Ohio 175 U	.25
7 Wash 880 A	.75	20 Ariz 840 D	.10
8 Pa 515 A	1.50	21 Cal 205 B	.25
9 Ala 560 C	.35	22 Cal 450 F	.20
10 Ont 825 A	.75	23 Mich 315 A	.10
11 Cal 775 A	1.00	24 N.Y. 630 W	.25
12 Cal 775 B	1.00	25 Mass 115 L	.10
13 Cal 575 A (7 w.)	1.50		

Please note above early closing bid date. Where replies are requested, please enclose self-addressed stamped envelope.

BEACHCOMBER - 208 California Avenue - Santa Monica, Cal.
Buying tokens in large lots of every description--foreign minor coins by the 1,000. Semi-scarce Lincoln rolls in Fine (full sharp wheat lines)only. Also Indians and Buffalos.

Beachcomber - 208 California Avenue - Santa Monica, Cal.
For Sale - Alaska 450 A and 450 H, all you want, at 10¢ each.

Ralph W. Winant - 500 W. Summit Ave. - Wilmington 4, Dela.
I have access to a few Arizona 680 A's (Prescott) which I will trade for items I need at catalogue. Cash sale is $4.50 each if I receive no traders.

Quincy A. Laflin - 1476 Iglehart Ave. - St. Paul 4, Minn.
For sale at catalog, or will trade all for one large cent or half cent before 1816. Mass 115 N, Fla 530 C, Pa 750 AF. Will buy any uncirculated large cents at $2.80 each, regardless of date. Will trade circulated Lincoln cent mint marks, for tokens I need (and I need many.) At the present time I do not buy tokens.

Foster B. Pollack - 1841 Broadway - Room 201 - New York 23, N.Y.
For Sale - Mont 100 A, 15¢. NC 475 B, 15¢. Ky 250 C, 25¢ (lge let.) Pa 420 A, 15¢. Pa 770 C, 50¢. Wash 420 A, 20¢. DC 500 A, 50¢. China 500 H, 25¢. Please send stamped return envelope. Have two or three of each.

Morton H. Dawson - 182 Whiting Lane - West Hartford 7, Conn.
Wanted: To trade some common dupes. Send me your list of what you have, also list of what you want, in exchange.

Rufus Dunn, Sr. - 2003 Union Ave. - Chattanooga 4, Tenn.
TRADE: For duplicate tokens amounting to $1.00 500 personal printed name & address labels, in convenient 1 5/8 by ½ inch size. Beautifully printed in blue ink on quality gummed paper.

Claude G. Thompson - 2445 Aldrich Ave. S. - Minneapolis 5, Minn.
For Sale or trade at catalog (have about 6 of each): Fla 380 E, 380 O, 960 H. Also Va 620 L.

Rod Moulton - 150 Michigan Avenue - Detroit 26, Mich.
For Trade Only, at cat. price: only 2 Wis 510 D. Send list of items you will trade for above.

Gilbert F. Ziemann - 1016 So. 64th St. - West Allis, Wisc.

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CHICAGO STREET CARETTE

By Max M. Schwartz

The tokens issued by Chicago Street Carette which we designate as Ill 150 C D E and F had always been very intriguing to me because of the unusual name of the operating company. My interest and curiosity were greatly heightened when I was fortunate enough to discover the issue of this company bearing on the reverse the advertisement of The Fair, one of the oldest department stores in Chicago.

In August of this year, I spent several days in Chicago and on one of these went to The Fair and made all possible inquiries in their Public Relations and Advertising Departments whether anyone had ever heard of the issuance of such a token and, if so, when it might have been used. No one, including the oldest employees, seemed to have any information about it. I then, accompanied by Dr. Emrick, went to the office of The Chicago Tribune, where a Public Relations Department is maintained. They similarly had no information except that they felt that because all of these tokens had been made in aluminum, that they might have been used in connection with some playground facility that might have been part of the Columbian World's Fair, 1892-1893. This seemed a likely answer, since we know that the use of aluminum became economical and popular shortly before the end of the 19th Century. However, for more definite information, they referred me to the Chicago Historical Society. Unfortunately, I could not make a visit there during my stay, but I did write to them shortly after my return back home and sent them rubbings of three examples in my collection. This lead turned out to be very successful.

Accompanying a letter written by them to me on September 20, 1956, they enclosed the following, which is the text that appeared in Standard Guide to Chicago 1891, p. 201:

CARETTE LINES

"CARETTE LINES.---Operated by the Russell Street Carette Company. Office of company, 148 S. Green Street. Officers: A.W. Buckwood, President; W.H. Cowles, Secretary and General Manager; Edward Twitty, Treasurer. Organized July 19, 1889. This company operated carette lines over Madison, Adams and Rush streets, from Ashland avenue to Lincoln Park. Number of cars at present in the service, thirty-five; number of horses, three hundred. The company expects to increase its equipment during the next three years to two or three hundred cars. This is the only line that transports passengers without charge, between the West and North sides of the city, covering a portion of the South Side on the way. The Russell Carette is a more comfortable vehicle than any yet introduced to meet the demands of the public for a conveyance which can be operated on streets without tracks. It is much larger and moves much easier than the omnibus. It is provided with a rear platform, which is as low and convenient for elderly persons as the street car platform. A conductor as well as a driver accompanies every carette and the general conduct of the vehicle is similar to that followed in the management of the street car. The carette has the advantage of being able to turn aside from its course to evade other vehicles, while it can pick up and discharge its passengers at the curb line. Each carette will furnish seats comfortably for twenty persons--ten on each side--and in addition there is a seat in front for at least three persons, which is very popular. While the rear platform affords standing room for a number of persons, each carette actually seats twenty-three persons, yet they frequently carry

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from thirty to forty persons at a time and have had as many as forty-seven passengers on a single trip. The carettes are nicely upholstered, contain spring seats and backs covered with Wilton carpet. The interior is finished with white, natural woods, ash and cherry being used for doors, windows, frames, etc. All trimmings are of bronze."

In their letter, they further advised me that similar wording appeared in the 1892 edition of Chicago Guide; that the name of the Russell Company had, by 1894, been changed to the "Chicago Street Carette Company" and that the last listing in the Chicago Directories for that company is in 1897. This would seem to narrow the probable use of the tokens down to this four year period.

Further they advised that the directories give nothing beyond address and president's name. Richard O'Neill is listed as president in 1897 and is not recognized in the 1898 Directory. Unfortunately, Chicago Historical Society could not give any information whatsoever on the tokens used by Chicago Street Carette. They say they have an interesting advertising piece by the Russell Street Carette Company, with woodcuts of the winter and summer models, including the horses.

I know that many of our vecturists have long felt that these pieces may have been used by an amusement conveyance. The foregoing information should dispel that belief for all time.

THOSE COLORADO METAL PASSES ISSUED BY OTTO MEARS

No figure in early Colorado history wound up with his finger in more pies than Otto Mears, the uneducated, underprivileged European immigrant who ran an empty purse into a pioneer fortune. Otto, a drab, whiskery half-pint of a man, came to Colorado shortly after the Civil War. He was 25, a veteran who'd served against the Texans in New Mexico, a Santa Fe storekeeper with an eye on the future of Fort Garland, for which he hoped to grow wheat. The southern Colorado army outpost wasn't in the market for his product by the time Otto realized his first crop, so the tough little Anglo-Russian cut his way over rugged Poncha Pass to reach other customers at remote California Gulch later known as Leadville. This, in 1867, was the beginning of his career as a toll road builder and eventual railroad magnate. Mears, despite his brief 5'5½" stature, his foreign accent and unimpressive appearance, was distinguished by one outstanding characteristic: it never occurred to him that he couldn't get any kind of job done. As a result, he founded towns, published newspapers, made treaties with the Indians, became a financial and political power of the first rank in this part of the West--all this in addition to his carving roadways through the primitive Rockies. "Mears' System of Toll Roads" eventually totaled over 300 miles in length. Some stretches became the beds for his and later companies' railroads. Mears sent his first locomotive to run from Silverton to Red Mt. and Ironton. Also his was the Silverton Northern line which linked Silverton, Eureka and Animas Forks, with a branch up Cunningham Forks. He was the builder of the Rio Grande Southern, and it was for these frontier routes that he issued his famous passes, some 90 of which still exist--2 in gold, 12 in buckskin, 15 are watchfobs, 25 in silver filigree, 30 in silver, and a few in paper. The little father of Colorado's mountain routes died June 24, 1931, and his ashes were scattered over Engineer Mt. in his beloved cliff-sided San Juans.

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OHIO
Akron 10 (reported by Chris J. Cook)

N.O.T. & L. CO. AKRON
U Bz 16 A Good For One City Fare (silver-plated) $0.20

N.O.P. & L. CO. AKRON
V Bz 16 A Good For One City Fare (silver-plated) .20

MANUFACTURERS' SAMPLES

GROUP 12
D WM 21 Sd Good For One Half Fare JFB

GROUP 17
O - delete, because it is the same as 20 A.
P WM 16 L Good For One Fare

GROUP 21
B WM 16 Ball Allocated Token (bus)(no diamonds)(2 slots)

GROUP 22
B Bz 20 Ball Allocated Token (bus)(2 slots)
C B 23 Ball Allocated Token (bus)(2 slots)

(obverses for above tokens are same as those for the group mentioned.)

GROUP 23 (reported by J.M. Coffee)

JOHNSON FARE BOX COMPANY JFB (in script)
A WM 20 Sd Good For One City Fare 6 for 25 (bronze center)

- RALPH FREIBERG'S COLUMN -

If this issue goes to press on schedule there will be very little to report on new issues. However there should be something more for next month, as there are some new issues we are waiting word on. Some companies will make a quick answer and then again some take quite a while and we don't know if they will ever answer. We're waiting word from a company in Miami, Florida....also a possible school token out of Bristol, Tennessee. I also have word of a new token down in Louisiana.

However, in the meantime, we shall list the other two tokens from Akron, because enough of these will show up. The zinc one will not be listed even though it is possible a couple may show up. This happened the same way in Washington, D.C. regarding DC 500 U as it is possible that a couple of these may exist. A similar case is Ill 795 F. I doubt if this token should have been listed, as I don't know of more than a half dozen of these in collectors' hands, and have had some comment about deleting this token from the List.

I have a letter from Daniel DiMichael regarding Maverick #8. He feels that this token is from an amusement park south of Philadelphia on the Jersey side of the Delaware River, at a place known as Pennsville. So on this it is not positive identification, but could be.

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SPRINGFIELD, MASS., STREET RAILWAY COMPANY
By Edward Crowe

It was in 1863 that the first charter was granted for a street railway to be operated in Springfield, Mass. This charter was given to Chester W. Chapin, but before any track was laid it was turned over to George Atwater who succeeded in raising the necessary $100,000 required by the state legislature. In 1869 a single track was laid in Main Street from Hooker Street to State Street. It was in this year that a stable was constructed costing $4,000, which was located at Hooker Street. Due to the usual delays such as freezing weather, snow storms, injunctions by the Boston & Albany Railroad, the first trip was not made until the afternoon of March 16, 1870. At this time the equipment consisted of four bobtailed cars and 24 horses.

The cars were 12 feet in length and carried 10 passengers. Fares were 8¢ or 16 fares for $1, and they remained in effect until 1877 when they were lowered to 7¢. Increased patronage allowed the fares to be lowered to 6¢, a strip of 6 tickets for 25¢, and eventually in 1879 the 5¢ fare was put into effect.

As the company prospered, lines were constructed or extended until Longmeadow, East Longmeadow, Westfield, Agawam, Chicopee, Holyoke, Indian Orchard, Palmer, Ludlow, and Thompsonville, Conn., were connected with Springfield. Open cars were first introduced in 1892, and as a result conductors were employed for the first time. Electric cars made their appearance on December 23, 1889. By 1890 the company owned 21.5 miles of track, 74 cars, 280 horses, 4 snow plows, numerous barns car houses and employed 156 men.

In 1910, the Springfield Street Railway consisted of the following companies: Palmer & Monson (later changed to Springfield & East Street Railway), Highland Street Railway, Woronoco Street Railway, and Western Massachusetts Street Railway Company.

- submitted by Morton H. Dawson

THE OLD TOLL GATE
By Ivan B. Cline

On a farm near Somerset, Ohio, stands an old reminder of the days when tolls were collected on the highways. It's now used as a granery and tool shed. In the early 1860's when the stage coach, with its 8-horse teams, plied the Maysville Pike that ran from Maysville via Somerset to Zanesville, this old building served as a toll house. Here the long smooth-worn pole swung across the road halting travelers until they paid their toll. It served this highway from 1835 to 1895 when the state took over the road. The fee charged to travel the road was not much considering the advantages over the old dirt trails that wound thru the wilderness. It was customary in the absence of money to use potatoes, apples, meat or grain and in some cases a farmer was given credit until such time as he could pay his fees. The age of the stage coaches and the old pikes was one of the most thrilling and romantic periods in the development of the West. Travelling over the same old routes today in modern cars at speeds undreamed of among our pioneer fathers, one is led to wonder if we have been softened by the marvels of science, invention, and progress.

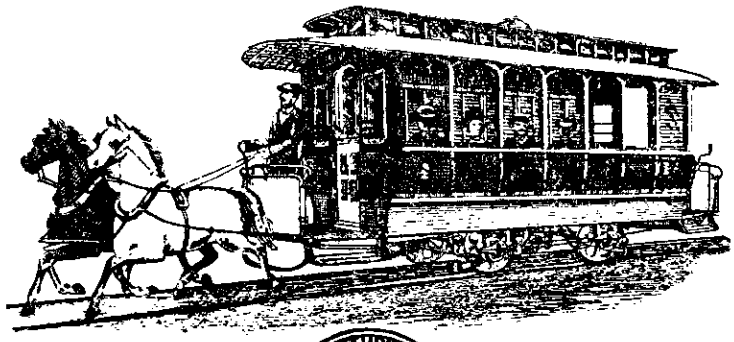
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THE FARE BOX

A MONTHLY NEWS-LETTER FOR THE COLLECTORS OF TRANSPORTATION TOKENS

New Issues Editor
RALPH FREIBERG
4142 - 26th Street
San Francisco 14, Calif.

Asst. New Issues Editor
JOHN G. NICOLOSI
2579 - 35th Avenue
Oakland 1, Calif.



Editor
J. M. COFFEE, Jr.
P.O. Box 1204
BOSTON, MASS.

Associate Editors
HARRY C. BARTLEY
ROBERT M. BUTLER
HAROLD FORD, Jr.

VOLUME 10 OCTOBER, 1956 NUMBER 10

The situation of a definite mailing date for The Fare Box is one that is undoubtedly a problem for everyone who reads this rather late issue of The Fare Box. Time and again, you have read apologies here for the tardiness of the issues, and time and again they have been late. I have tried to set the 15th of the month as a deadline, with the hope that issues would always be mailed out by the 20th at the latest. But in the very nature of my employment, it seems as though something always comes up to prevent my working on The Fare Box when I plan to.

I deeply regret this situation, and I have given quite a lot of thought to a possible solution--but none seems in sight. The end result is that I can no longer promise issues of The Fare Box at any definite date. I shall, however, do my best to get them mailed out by the 20th of each month. And in order to be sure that your material gets into an issue, you should have it here by the 15th. If you get it here later than that, I shall still put it in if there is time, that is, if I have not yet cut the stencils.

These delays also necessitate the further postponement of the Foreign Check List pages, long promised to you. Because of circumstances beyond my control, I must again put off work on the Foreign Check List. While I can make no promises, I certainly hope to include the first pages of this list with the next issue. I can only ask the readers to bear with me, and continue to exhibit the admirable patience that you have always shown in the past. Eventually, we'll be so organized that things will more surely conform to a schedule, of that I'm certain.

Remember your free ad privilege: every A.V.A. member is entitled to 5 lines of free advertising in every issue. We want your ad, so send it along.



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TROLLEY NOTES ON HAZELTON, PA.

The Editor of the Hazelton Standard-Sentinel yesterday received a query from a group of local young men who were arguing about the time trolley cars ran in Hazleton. One of the group said he had a faint recollection, but could not place the date.

Well, here's the answer: The Lattimer line of the Lehigh Traction Co., ceased operations on Sept. 30, 1931, when buses were substituted. The Freeland and Tresckow lines ended on April 17, 1932. The lines to West Hazleton and Hazle Park ceased operations on Oct. 15, 1932. While not considered in the same classification of the local trolleys, the electrified line to Wilkes-Barre continued to operate until Sept. 18, 1933. On that date a big washout occurred along the third rail line on the Wilkes-Barre side of the tunnel on the right-of-way. Service had to be discontinued. It was never resumed. Buses started to run to Wilkes-Barre on the same day the electric line was stopped.

Perhaps a little earlier history of the trolleys will be of interest. The Lehigh Traction System was incorporated in 1892. The first car was operated on July 4, 1893, as far as Jeanesville. Lattimer had service five days later and West Hazleton on July 15. Before the close of 1893 cars were running to Lattimer and McAdoo.

The bus era was a progressive change in transportation as was the mode in the founding days of Hazleton. A news item of that era reported that the year Hazleton was chartered transportation facilities were provided for Lattimer when James Totten started operation of a stage between Hazleton and the north side community.

On March 5, 1894, a gang of men was put to work to grade the road for the Lehigh Traction Co. between Harleigh and Freeland. In 1895 a spur of the Broad St. line of the Lehigh Traction Co. ran from Broad and Vine Sts. to West Diamond Ave. This provided transportation service for the funeral cortege to the Vine St. Cemetery. The company maintained a special open-type car to accommodate caskets.

John Bolander, proprietor of the livery stable in the rear of the Brislin House, purchased a bus for the convenience of patrons on June 29, 1892.

A collision of two trolley cars at Yorktown resulted in the cars being demolished and a number of passengers bruised.

THE CHECK LIST SITUATION

As most collectors know, the entire supply of Atwood's Check List has been exhausted. Any collector who has an extra copy he is willing to part with to benefit a new member, please let the Editor know, or use your ad privilege. The A.V.A. is now negotiating toward a printed edition of the Check List. Inasmuch as another mimeographed list is out of the question, printing offers the only solution. It is not beyond the realm of possibility that the next few months will see a brand new edition, entirely printed and revised. Further details will be announced in The Fare Box, as things progress.

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NEW ISSUES SERVICE NEWS

Things look a lot better this month. I have sent you the following 5 tokens, and you should have received them by now: 2 of them from Sydney, Nova Scotia, which will be sent only to those of you who are on my list for foreign and Canadian. If you haven't received the school token from Sydney, don't despair, as I was shorted in my first order and had to reorder more. It's been quite some time now; I hope I get them OK. When I do, I'll forward them to you.

The other 3 tokens are Pa 605 O (thanks, Mr. & Mrs. Black); Ind 610 F (thanks, Mr. Schwartz); and I have finally got the Tenn 690 H --the school token from Nashville, Tenn. This token is from Nashville, although my first letter to the company brought back the reply that it was not. I contacted another party at the company, and sure enough, he agreed to send me the amount I needed for the subscribers. I got a lead on this from Dan DiMichael, thanks Dan.

Mrs. Black tells me that the school token, Pa 605 O, went into use on Sept. 5, the day school opened.

Michigan City Transit Lines was taken over by the City in August, 1955, and issued Ind 610 F. I'm still working on the plated tokens of Akron, Ohio. Chris Cook and McRobie are still trying to fill my needs. Looks like the N.O.P. & L. token will be the hardest to get, then the silver-plated brass token of A.T. Co. We'll keep plugging along till we fill our needs. You will eventually get all the 4 tokens of Akron. Last month I sent you Minn 230 P, and some of you received also Ohio 10 S U. A few more prospects are in view, and I'm working on them.

- John G. Nicolosi

TO EXECUTIVE BOARD MEMBERS OF THE AMERICAN VECTURIST ASSN.

Greetings:

Up to this date I have had no official business which has required your votes. I have been in contact with Mr. Coffee and Mr. Freiberg in regards to a new check list or a complete revision of states. So far all details are not complete, but I hope in the very near future to have a proposition for your consideration which should be welcomed by our entire membership. As you know, the present supply of check lists is exhausted.

Mr. Eisenberg has come up with an excellent idea to increase our membership. I also had an idea along different lines. We believe we can increase our membership more than we ever have. As soon as we hear from some of our con acts, I will also have a proposition for your approval, but first we must have check lists to take care of new members. I will welcome any suggestions any of you have to make this organization one we can all be proud of.

I am reappointing Ralph Freiberg as New Issues Editor, and John Coffee as Editor of The Fare Box. Both of these men shall appoint their own assistants.

I am very happy that the fund for the new mimeograph machine is coming alone fine, and approve of Mr. Frisbee as Chairman.

With best wishes I am
Fraternally yours,

EROY L. KIMMONS, President

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For sale at prices noted (stamped envelope, too, please): Alaska 450 E 75¢; Ky 510 AQ 25¢; NY 70 A 50¢; NY 305 A 20¢; NY 505 A 30¢; 629 F H I 25¢ each; 631 C D E 20¢ each; 715 A 50¢; 630 W 25¢; Ohio 750 A 35¢ Pa 195 C M, 305 B, 25¢ each; Pa 10 B 25¢; and at catalog: Ind 520 D, 660 A; Mo 440 J; NH 640 A; NY 105 C; Ohio 165 AA, 535 E; Okla 640 D; Pa 15 J, 135 A B, 180 D, 195 I, 705 A, 750 Y, AO, AP, 995 B; Va 580 Q, 660 D; Wash 780 L.

Harry C. Bartley - 7012 Ohio River Blvd. - Pittsburgh 2, Pa.

Back Issues of THE FARE BOX for sale: 1949: Jan, Feb. 1950: July, Aug. 1951: Jan, Feb, Mar, Jun, Jul, Aug, Sept, Dec. 1952: Mar, Apr, May, Jun, Jul, Sept, Oct, Nov, Dec. 1953: May, Jun, Jul, Aug, Sept, Nov, 1954: Apr, Jun, Jul, Aug, Sept, Oct. 1955 Mar thru Jun, Sept, Nov, Dec. Price 1949-50, 30¢ each. 1951-55, 20¢ each.

Daniel DiMichael - P.O. Box 485 - Coatesville, Pa.

I am putting my collection up for sale for $85.00, and this includes all back issues of The Fare Box. Write for details.

Virgil B. Wilson - 6026 E. Gardendale St. - Hollydale, Calif.

Tokens wanted: Ala 800 F; Ill 150 Y, 425 A; Ind 685 A, 700 A; NY 595 A; Va 580 T.

Emzy L. Thompson, Jr. - 69 High Street - Portland 3, Maine

APPLICATIONS FOR MEMBERSHIP

229 William A. Morrison - 406 Hazelwood Drive - Smyrna, Tennessee
Age 49, U.S. Air Force. 100 items, Beginner.

230 Melvyn A. Scott - 1024 Knott Building - Dayton, Ohio
Age 41, Lawyer. 100 tokens, collecting 1 year.

REINSTATEMENT TO MEMBERSHIP (and change of address)

135 Emzy L. Thompson, Jr. - 69 High Street - Portland 3, Maine

CHANGE OF ADDRESS

171 Melvin Fuld - 6701 Park Heights Ave. (Apt 1-D) - Baltimore 15, Md

LAST U.S. NICKEL BUS FARE TO END

The Biddeford & Saco Bus Line, of Biddeford, Maine, which believes it offers the only five cent ride in the United States, will boost fares to 10¢ as of August 26 because of mounting operating costs. The fare in Biddeford, Saco, and Camp Ellis also goes up to ten cents.

- Kenneth B. Turner

Montreal & Southern Counties Railway Co. ceased operations Oct. 14. It had provided streetcar service in Montreal, St. Lambert, Montreal South, and other cities. One more trolley line bites the dust.... A monorail line is to be built near Fort Lauderdale, Florida....Butler Motor Transit Co., Butler, Pa., recently installed 12½¢ tokens, but no word on them yet....Yakima Valley Transportation (Wash.) has served notice of its intention to cease operations of its buses.... Intercity Coach Line of Lansing, Mich., goes out of business Nov. 15 unless the present frantic efforts of the City Fathers are successful in extending it....no more free rides for the blind in the Twin Cities

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SPECIAL AUCTION CONDUCTED BY KENNETH SMITH

The following is a private auction conducted by Mr. Kenneth Smith. Rules conform to the official A.V.A. auction rules as proposed in the January, 1954, issue of The Fare Box. All readers are invited to bid on any or all lots listed below. Prices listed are Atwood valuations, but you may bid either higher or lower than these figures. Mr. Smith cautions that he has standing bids of 5% to 10% under list, so it is of no use to submit very low bids on lots. Any amount realized from this auction in excess of catalog prices will be donated to the Mimeograph Fund. DEADLINE FOR RECEIPT OF AUCTION BIDS: DECEMBER 7, 1956.

mail all bids to: Kenneth E. Smith
328 Avenue F
Redondo Beach, California

1.	Ala 560 E	$0.75	44.	Ky 510 AF	$0.25	87.	N.C. 130 A	$0.75
2.	Ariz 640 A	1.50	45.	Kans 450 D	.35	88.	N.C. 290 B	.25
3.	Cal 100 A	.50	46.	Md 60 I	1.50	89.	N.C. 290 C	.25
4.	Cal 205 C	.75	47.	Mass 115 J	.35	90.	N.C. 670 A	.50
5.	Cal 575 G	.25	48.	Mass 115 K	.35	91.	Ohio 10 A	1.50
6.	Cal 775 A	1.00	49.	Mass 305 B	.50	92.	Ohio 95 A	.25
7.	Cal 775 B	1.00	50.	Mich 65 B	.25	93.	Ohio 175 Q	1.50
8.	Cal 815 B	.50	51.	Minn 245 Aa	.25	94.	Ohio 175 R	1.50
9.	Cal 835 D	.25	52.	Minn 245 Ab	.25	95.	Ohio 175 T	.75
10.	Colo 140 C	.25	53.	Minn 540 I	.50	96.	Ohio 175 U	.25
11.	Colo 860 B	1.50	54.	Minn 620 B	1.00	97.	Ohio 230 L	.35
12.	Conn 345 B	.50	55.	Minn 620 C	1.00	98.	Ohio 440 C	.25
13.	Dela 900 A	.75	56.	Minn 820 B	.50	99.	Ohio 440 E	.50
14.	Fla 380 C	1.00	57.	Minn 820 C	.50	100.	Ohio 450 B	.25
15.	Fla 380 D	.50	58.	Miss 320 D	.25	101.	Ohio 750 A	.35
16.	Fla 860 A	.50	59.	Miss 460 C	.25	102.	Okla 610 A	1.00
17.	Ga 50 A	.25	60.	Miss 460 D	.25	103.	Ore 130 A	.50
18.	Ga 240 A	.25	61.	Mo 820 B	.50	104.	Ore 700 A	.50
19.	Ga 750 E	.50	62.	Mo 830 A	2.00	105.	Ore 800 B	.35
20.	Ill 70 D	2.00	63.	Mo 880 A	2.00	106.	Pa 150 A	.75
21.	Ill 130 C	1.00	64.	Mo 910 K	.25	107.	Pa 150 B	1.50
22.	Ill 460 A	.75	65.	Neb 440 D	1.00	108.	Pa 195 A	.50
23.	Ill 530 E	.25	66.	Neb 540 O	2.00	109.	Pa 195 F	.50
24.	Ill 755 D	.35	67.	Neb 540 P	.25	110.	Pa 495 A	2.00
25.	Ill 760 A	.25	68.	Neb 540 N	.35	111.	Pa 575 E	.25
26.	Ill 760 C	.50	69.	N.J. 115 B	1.00	112.	Pa 725 F	3.00
27.	Ill 795 A	1.00	70.	N.J. 30 A	.50	113.	S.C. 310 B	.50
28.	Ind 90 C	.35	71.	N.J. 885 A	.25	114.	S.D. 10 A	.25
29.	Ind 180 A	1.50	72.	N.Y. 25 A	.35	115.	S.D. 380 A	2.00
30.	Ind 450 A	.35	73.	N.Y. 25 B	.25	116.	Tenn 375 D	1.00
31.	Ind 460 I	.25	74.	N.Y. 105 A	.25	117.	Tenn 430 A	2.00
32.	Ind 960 A	2.00	75.	N.Y. 305 A	.25	118.	Tenn 430 B	2.00
33.	Iowa 100 A	.35	76.	N.Y. 505 A	.25	119.	Tenn 600 D	.75
34.	Iowa 300 D	.50	77.	N.Y. 365 A	.25	120.	Tex 145 B	.75
35.	Iowa 740 B	.25	78.	N.Y. 628 B	.25	121.	Tex 255 C	.25
36.	Iowa 740 C	.50	79.	N.Y. 629 I	.25	122.	Tex 255 F	.50
37.	Kans 450 B	.35	80.	N.Y. 630 K	.75	123.	Tex 565 A	.50
38.	Kans 450 C	.50	81.	N.Y. 630 AF	.25	124.	Va 20 A	.50
39.	Kans 600 A	.35	82.	N.Y. 631 B	.25	125.	Va 620 K	.50
40.	Kans 640 A	3.50	83.	N.Y. 631 C	.25	126.	D.C. 500 E	.25
41.	Ky 280 A	.25	84.	N.Y. 631 D	.25	127.	D.C. 500 J	.35
42.	Ky 510 O	2.50	85.	N.Y. 631 E	.25	128.	Alaska 450 H	.25
43.	Ky 510 P	1.50	86.	N.Y. 745 A	.50	129.	P.R. 640 A	.50

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KENNETH SMITH'S SPECIAL AUCTION (continued)

130. P.R. 640 B .75	140. Pa 756 A * 4.00	150. Ont 825 A .75
131. Ill 750 F(2).20	141. Cal 575 A(8w).50	151. Que 745 G * 5.00
132. Ill 760 A(2).50	142. Ill 220 B * 2.00	152. Unid. Cl 1.50
133. N.D. 320 B .70	143. Iowa 110 C* 2.50	153. Norway 800 J .20
134. Iowa 740 B .50	144. Iowa 230 B* 1.50	154. N.Zeald 200 A .20
135. Ky 510 AI(2).50	145. Iowa 390 A* 1.00	155. Egypt 200 A .50
136. T.H. 540 E .30	146. Ore 700 G* .50	156. Turkey 300 A 1.50
137. Alas 450 A .30	147. Ore 700 H* .50	157. Austral 900 W .35
138. Ill 150 A(3)4.50	148. Man 900 A 2.50	158. Austral 900 X .25
139. Ill 150 A 1.50	149. Man 200 B .15	159. Austral 900 Y .25
		160. see note 2.50

* Lots 131 thru 137 include two of the tokens listed. 138 has 3 of the thin variety; 139 is thick. 140 is solid; 142 is damaged; 143 is nicked; 144 is scratched; 145 is worn; 146 & 147 are solid. 148-152 are Canadian. 155 is made of brass. In all the lots where more than one of the tokens are included, they are die varieties--not duplicates. Lot 151 is a rare token which unfortunately has a bad crack in the center. 152 is scarce. 155 was listed wrong in catalog as it is brass. 160 is an adult monthly pass in the shape of a maltese cross in brass, used on the defunct Australian railroad known as the Parramatta River Steam Tram, and sold as a convenience for the regular passengers--recently discovered.

Lots are awarded at 5 cents above the second highest bid regardless of the amount of your bid, except that if the highest bid is less than 5¢ over the next highest, it is awarded at the highest bid. Ties go to earlier postmark. Successful bidders will be notified after Dec. 7, and upon receipt of the money plus postage & insurance, the tokens will be sent.

To newer collectors a few helpful bidding hints: most of the tokens will go at catalog or slightly above, so bids in this region will probably yield a few for your collections. All tokens are in normal condition, which is usually undamaged except for the tokens listed otherwise.

PITTSBURGH DISTRICT NOTES

The Pittsburgh District Token Collectors have been meeting as per schedule these last 6 months and more. We had 2 meetings in July, a regular and a special meeting, to view the new slides made by Ralph Freiberg. PDTC members Bill & Corinne Black and Harry Bartley attended the convention and had a wonderful time. The MTT&TC members rate tops for hospitality as all will agree. It was regrettable that Bill Eisenberg was prevented at the very last minute from joining us; better luck in '57, Bill.

A joint meeting was held with the Akron bunch at Chris Cook's home in Sept. but unfortunately a mix-up in dates kept the attendance down to just a few. PDTC will meet in November (Sun. 18th, room 1208 House Bldg, Pgh, as usual), and we hope that ALL will try to attend.

Last, but not least, your correspondent wishes to thank all the members who voted for him as Curator; I'll do my very best as an officer of AVA and at present am working on several ideas in connection with the office, as well as cataloging and preparing the slides for future showings.

- HARRY C. BARTLEY

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FLORIDA
Miami 530 (reported by Rod Moulton)
KEYS TRANSIT INC. (BUS)

H	WM	16	Ball	Good For One Fare (bus)(2 slots)	$0.25

INDIANA
Michigan City 610 (reported: F by Schwartz; G by Nicolosi)
MUNICIPAL COACH SERVICE MICHIGAN CITY (BUS)

F	WM	23	Ball	Good For One School Fare (bus)(2 slots)	.10
G	WM	16	Bar	Good For One Fare (bus)	.20

KANSAS
Stockton 910 (reported by Harold Ford, Jr.)
F.B. PHELPS BUS & TRANSFER STOCKTON, KANS.

A o B		25	Sd	Good For One Ride	3.50

OREGON
Bend 100 (reported by Roland C. Atwood)
BEND CITY BUS CO. BEND, ORE.

B	B	16	B	Good For One Fare	.10

PENNSYLVANIA
McKeesport 605 (reported by Bill & Corinne Black)
RIDGE LINE R

O	A	22	Sd	One School Fare R	.10

TENNESSEE
Nashville 690 (reported by Rod Moulton)
NASHVILLE TRANSIT COMPANY

H	Bz	23	N	Good For One School Fare	.10

MAVERICKS (unidentified tokens)(#69 reported by Roland Atwood)
O.C. BUS & BAGGAGE CO. PHONE 994 GOOD ONE WAY

69	Fw	38	Sd	(blank)	
				AUTOMATIC KIDDIE RIDE TOKEN	
70	Bz	20	Sd	For Use on Rides Mdf. By the Bert Lane Co. Inc.	

CANADA - NOVA SCOTIA
Glace Bay 350 (reported by John G. Nicolosi)
CAPE BRETON TRAMWAYS LIMITED

E	B	21	S	Good For One School Fare (clover leaf)	.10

Sydney 850 (reported by Fred Zubryski)
CAPE BRETON BUS & TRAM CO. LTD.

G	B	25	T	Good For One Zone Fare (clover leaf)	.15
H	B	21	S	Good For One School Fare (clover leaf)	.10

Tokens for Glace Bay, 350 A to D are also of the clover leaf type. 350 D has comma after Tramways and 350 E does not.

RALPH FREIBERG'S COLUMN

We have a lot more to report this month than last. Harold Ford has come up with a token from Kansas that evidently was used before World War I. He was doing some research on tokens and some other

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person ran into the brother of Mr. Phelps, so we do know that the line operated at one time. So being quite a while back it is probably that not more than a couple of these will ever show up.

Next we come to the Keys Transit of Miami. We are having a tough time getting these tokens for the New Issues Service, as the company doesn't want to seem to answer. However the token is for a 25¢ ride or sells 5 for $1. So when Mr. Nicolosi gets these they will be sent out for the Service.

On a recent trip to Chicago Max Schwartz ran into the school token of the Municipal Coach operation in Michigan City. The company that operated there last year just up and quit and this is one of those towns that realized that bus service was needed and so leased some buses and now operates. We wrote to this outfit some time back but no reply. However later letters have proved more successful, and today just as I was writing these notes the 16mm token arrived for distribution by Mr. Nicolosi. They had had these tokens for some time but are just now placing them in use, whereas the school token had been in use for a little while already.

Bend City Bus has also answered our letters and we will have these shortly for distribution. This is kind of a low rate for an adult fare at the present time.

Ridge Line of McKeesport has dropped their adult token and now has a straight cash fare for adults but have come up with a 2 for 15¢ school rate. Note on the former 16mm token: it says "Lines" but on the school fare it says "Line," so type in a separate obverse listing.

Nashville Transit also gave us a tough time getting their tokens but possibly they didn't want to release the school tokens till the school term had started. They changed the name of this company a couple years back so maybe some day there will also be a 16mm adult token with the new name. So anyone getting tokens, watch the Nashville ones and see if any name-change is evident. Occasionally where there are enough on hand they still use the older tokens till they have to reorder new ones.

Capital Transit of Washington, D.C., has also been taken over by a new outfit ("D.C. Transit") and I'm waiting to see if there will be any change in tokens from there.

I don't know much about Maverick #69 reported by Mr. Atwood, so what the O.C. means I don't know. Then there are some tokens that I said earlier we'd list under Mavericks for want of a better place to put them. Apparently #70 was used in various parts of the country for amusement rides, as enough of them have shown up. If anyone wants one, contact Mr. Nicolosi as he has some extras of these for 10¢ each.

We're calling the tokens from Nova Scotia, formerly known as "square", as "clover leaf" after this, as token manufacturers use this term. They are not exactly square; they have four separate points. Possibly the older tokens of Glace Bay might have been destroyed, as the comma doesn't appear on the obverse of the token listed.

Omaha, Neb., has also gone on a straight 20¢ fare and the name of this company is now Omaha Transit Co. So it's possible we'll have a new issue from them if Omaha ever uses tokens again--though it's not likely for a few years.

Vallejo, Cal., also went out of business a few months back and finally with no service available the merchants woke up and noted they needed some service. It seems too many cities feel that the companies are making too much money, and laugh at them when they seek help. Then when the company quits, the cities wake up and then have to try and find some method of operating. So in the future I expect to find this happening in other places. This happened also in Michigan City.

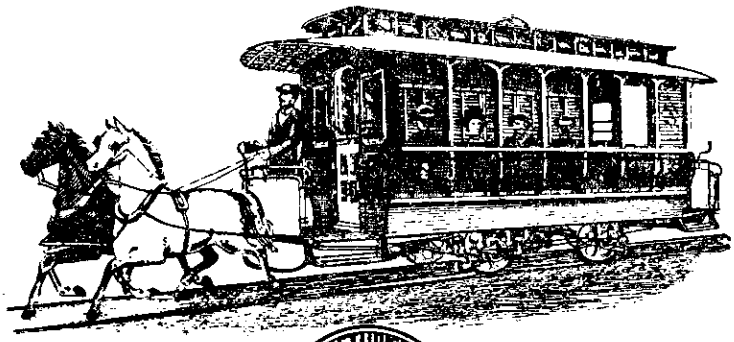
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THE FARE BOX

A MONTHLY NEWS-LETTER FOR THE COLLECTORS OF TRANSPORTATION TOKENS

New Issues Editor
RALPH FREIBERG
4142 - 26th Street
San Francisco 14, Calif.

Asst. New Issues Editor
JOHN G. NICOLOSI
2579 - 35th Avenue
Oakland 1, Calif.



Editor
J. M. COFFEE, Jr.
P.O. Box 1204
BOSTON, MASS.

Associate Editors
HARRY C. BARTLEY
ROBERT M. BUTLER
HAROLD FORD, Jr.

VOLUME 10 NOVEMBER, 1956 NUMBER 11

Collectors will find enclosed with this issue of The Fare Box the preface to Kenneth Smith's Foreign Check List, and the first two pages of the Scotland list. At last we're on our way, and I hope to include at least two pages of the Foreign List with every issue of The Fare Box henceforth. This is going to take a long time to complete, but at least we've made a good beginning.

I am indebted to Mr. DiMichael for securing permission from The Numismatist to reprint the articles in this issue written by the late Mr. Morgenthau. These articles contain information which might have been lost to us had not Mr. Morgenthau dug it up. When our new Check List is printed, I hope to include more historical data than we have previously done.

Everywhere I have gone, I have found a striking revival of interest in the hobby of collecting transportation tokens. Coin Dealers are waking up to the possibilities of this hobby, and no longer look at you as though you were crazy when you ask for transportation tokens. Articles are being printed more often in national coin magazines on our subject, and more and more people are joining A.V.A. I look for a tremendous surge of interest during the next year. This is going to make a radical adjustment in the values of transportation tokens--upward--necessary. With an influx of serious numismatists to our ranks, values of really rare tokens will go up tenfold, or more. This is something for all of us to think about. Our hobby is fast reaching maturity!

A final note. How-to-have-your-day-ruined-Department: walk in to a coin shop and be told that he had just the previous day sold a set of 3 different Pawtucket, R.I. 620 A B C, celluloids to some unknown coin collector for 35¢ each! It happened to me last Monday.



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THE PEACE BRIDGE OF BUFFALO, N.Y.
By B. Morgenthau

The Peace Bridge, spanning the Niagara River from Buffalo, N.Y., to Fort Erie, Ontario, was erected in commemoration of 100 years of peace between the U.S. and Canada. Incorporated under the Laws of 1922, it was operated as a private bridge by the Buffalo & Fort Erie Public Bridge Co. until May 1, 1934, when it passed into the hands of the Buffalo & Fort Erie Public Authority under a charter granted by a special session of the Legislature. The bonds of the company were sold to the public under a trust indenture, date of June 1, 1925. Construction of the bridge started in the fall of that year. It was completed and opened for traffic on June 1, 1927. When the original proponents of the erection of such a bridge gathered to select the man best fitted to head whatever organization might be set up for the purpose, the choice fell upon Frank B. Baird, well known for his civic leadership. In the latter years of his life, next to his family, the Peace Bridge became his greatest interest.

The crowning success of Mr. Baird's career came up with the nearing of the bridge's completion and the arranging for its dedication. Selecting the time when the Prince of Wales was to visit Canada, he endeavored to have the attendance of President Coolidge. When this became impossible, he succeeded in securing Vice President Dawes. It was then he encountered the tradition of the British Empire that royalty could appear officially only when the Chief Executive of the nation attended. Nothing daunted, Mr. Baird advanced the argument that as successor to the President, the Vice President was in like position as that of the Prince, who was successor to the King. Furthermore that it would not be necessary for the Prince to be present at any place except on ground belonging to one country as much as the other.

Even this argument proved unavailing because by tradition the Prince could not appear under such circumstances without the personal consent of the King. This consent was finally secured through the cooperation of Premier King of Canada and Premier Baldwin of England. The dedication is still remembered as one of the outstanding events in the interest of peace and good will. Born in 1852, and with a life crowded with action, Mr. Baird died on November 15, 1939.

(The above article is reprinted from the November, 1941 issue of The Numismatist, with permission. See the token N.Y. 105 A.)

THE ST. AUGUSTINE BRIDGE
By B. Morgenthau

This bridge originally spanned the Matanzas Bay, thus forming the connecting link between the age-old city of Anastasis and St. Augustine Beach. Construction was of palmetto palm piling, with iron turn-table draw. Built in 1898, it was abandoned in 1925. The present beautiful "Bridge of Lyons," costing a million dollars, was completed by the people of St. Augustine on April 27, 1927. Toll tokens, also paper tickets, "one way passage 5¢" were dispensed with. Passage is now toll free.

- from The Numismatist, February 1942 reprinted with permission.

(see Fla 860 A)

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NUMISMATIC DIRECTORY

P.O. BOX 3146 St. Louis 5, Mo.

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Will trade for 75 of your common duplicate tokens (or $7.00 cash, postpaid), 1936 issue of POOR'S MANUAL OF PUBLIC UTILITIES, over 2000 pages, weight 7 lbs. postpaid. Contains a wealth of data on trolley, bus and electric companies.

Geo. W. Schroder - 89-25 Elmhurst Ave. - Elmhurst 73, N.Y.

For Sale - scarce Wisc 410 E for $1 each. I have 5 on hand so first come first served. Will trade for any 50¢ token I need, like Wisc 330 A for example.

Morton H. Dawson - 182 Whiting Lane - West Hartford 7, Conn.

For Sale at catalog prices, one each: (first come first served): Calif 525 A; Colo 540 D; Iowa 300 H; Kans 40 F; Nebr 800 B; NC 545 A; Okla 610 B; Wisc 510 D; Wash 720 B; Wash 970 B.

Frank W. Guernsey - 3138 S.E. 78th - Portland 6, Ore.

ATTENTION BEGINNERS---Let me send you 100 all different tokens (mixed sizes) for $6.50 postpaid.

Chris J. Cook - 2794 Revere Drive - Cuyahoga Falls, Ohio

For Sale at catalog: Alaska 300 A B; Minn 600 A B; ND 600 B (no rim) Hawaii 240 C D; Calif 110 D (both types); Ind 610 E; Maverick #51 Model Bus at 20¢.

John G. Nicolosi - 2579 35th Ave. - Oakland 1, Calif.

WANTED the following tokens for which I am willing to pay FIVE (5) times catalogue price. DIG THEM UP. I am serious. Ala 560 J; Col 760 I; Conn 305 L; Fla 530 G; Ind 610 D; Ky 680 K; Mich 530 J, 845 I, 935 A; N.Y. 630 AO, 640 E, 785 C, 905 F; N.C. 390 A; Ohio 475 BE; Pa 455 E; Tenn 120 E, 600 C; Wash 780 G; Hawaii 210 H L; P.I. 400 A, 700 A C D.

Max M. Schwartz - 130 West 42nd St. - New York 36, N.Y.

For Sale Lincoln Cents Complete 1909-1945; no 1909-SVDB, 1909-S, 1914-D, 1931-S; VG-UNC. $25.00 or will trade for tokens cataloguing $1.00 or more for a total of $30.00 or will trade for large cents and half cents, or what have you?

Foster Pollack - 1841 Broadway, Rm 201 - New York 23, N.Y.

A fortunate find permits me to offer the following tokens for sale at catalog prices. All superior type of tokens. Ill 130 D (6); Ind 960 A and B (5 of each); Ia 850 J (1 only); Mass 505 A (1); NY 945 A (5); N.C. 160 A (4); R.I. 700 C (7); Conn 345 B (1). Also have 2 of the rare R.I. 700 B, which will cost you $1.50 each. Also unlisted token WM 15 Ch C.C.C. RAILWAY CO. on both sides--have 3 of 'em at $1 each, and one in brass, also $1 for it. Please send stamped envelope.

J.M. Coffee, Jr. - P.O. Box 1204 - Boston 4, Mass.

APPLICATIONS FOR MEMBERSHIP

231 D. Wayne Johnson - P.O. Box 3146 - University City 5, Missouri
Age 26, Salesman. Collecting 17 years, sev. thousand tokens.

232 Frank J. Nemec - 4 Margery Court - Clifton, New Jersey
Age 33, Clerk. Beginner.

CHANGE OF ADDRESS

77 Floyd L. Johnson - 183 West Gibson St. - Canandaigua, New York
135 Emzy L. Thompson, Jr. - 78 Park Street - Portland, Maine

Remember that all A.V.A. members are entitled to a free ad in every issue of The Fare Box--5 or 6 lines, any reasonable small ad. So send us your ad--the more we have, the better we like it.

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HISTORICAL NOTES BY MORGENTHAU

In the summer months of 1951 The Fare Box ran several interesting historical items on token-issuing companies compiled by the Grand Old Man of this hobby, the late Bernard Morgenthau. We continue below more of Mr. Morgenthau's notes on tokens, reprinted with permission from the February, 1947, issue of The Numismatist.

The year 1794 A.D. was a fateful one in the history of numismatics in the United States, for on that day in the city of Lancaster, County of Lancaster, State of Pennsylvania, was incorporated the Lancaster & Susquehanna Turnpike Company, and which gave birth to the first "transportation (fare) token" in this great and wonderful country of ours. (See Pa 525 E and F).

Public Transportation in Philadelphia began on December 7, 1831, with introduction of James Boxall's horse-powered stage coach on Chestnut Street. Others followed in rapid succession, only to give way to the coming of the horse cars. Prominent among these were the Frankford & Southwark R.R., Fifth & Sixth Sts., chartered in 1854, and again in 1856. The Hestonville, Mantua & Fairmount Park R.R., 1859; Phila. City Pass R.W. Co. Via Chestnut & Walnut; Chestnut & Walnut P.R., 1869. Then there was the Reed St. Ferry Navy Yard Route 1858; and the Philadelphia & Grays Ferry Pass. R.W. Co., 1858. The Cable cars came in 1882. Next in order was the trolley system, 1892.

The Hoboken Ferry, plying the Hudson between Hoboken, N.J., and lower New York City, was established on February 21, 1775. The first trip was made on May 1, 1775. The equipment consisted of a row boat for passengers and a periaguas for horses and wagons. The periaguas was a sort of two-masted canal boat with lee boards, and could be used only when there was a stiff wind blowing. The Hoboken Ferry tokens first came into use on July 16, 1836. (See NY 631 V)

The Eastern Railroad was opened from Boston to Salem in 1838. Its first station was in East Boston, with connection to Boston by ferry at Lewis Wharf. The Eastern was leased to the Boston & Maine in 1884, becoming the Eastern Division of that company. At one time, date unknown, the Eastern made use of brass "U.P." and "Down" transportation tokens, otherwise known as "checks." In 1894 the Boston Elevated Railway was chartered.

Mass transportation for Milwaukee, Wisconsin, as represented by its fare tokens during the 19th Century, was (1) Milwaukee City Ry. Co., incorporated March 26, 1865. (2) West Side Railway Co., incorporated December 17, 1888, and succeeded by the Westside Railroad Co. incorporated June 5, 1889. (3) Cream City Railroad Co., incorporated August 18, 1894, and acquired by the Cream City Railroad Co. which had been incorporated April 22, 1890. (4) Milwaukee St. Ry. Co., organized on December 22, 1890. (5) Also, dates unknown, the Milwaukee & Wauwatosa Motor Ry. Co., a dummy steam-engine service, and (6) the Milwaukee, Watertown, Madison Plank Road, a toll affair used by a company operating between Milwaukee and Madison in the early days.

The Clinton & Lyons Horse Railway Co., Clinton, Iowa, was founded in 1857 and discontinued in 1890. Mules and horses were used and changed every round trip.

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THE ANGELS FLIGHT RAILWAY OF LOS ANGELES
By B. Morgenthau

This incline cable railway, built in 1901, is still in successful operation of Third Street, Los Angeles, between Hill and Olive Streets, a distance of one block. It is claimed by the company to be the shortest and most profitable railroad in the world. It hauls an average of 4,000 passengers a day at a cost of one cent per ten passengers. Fare is 5 cents the round trip, or a book of 50 tickets for 50 cents. At no time in its history has the company used other than paper tickets.

However, in 1932, for some reason never made clear, permission was given a certain Mr. X to have dies made and to have struck 200 metal tokens, 50 brass, 50 bronze, 50 solid, and 50 perforated aluminum (all reverses are blank), X to take over the entire 200 at an agreed price plus cost of dies, dies to become the property of the company. The dies are still in the possession of the company.

None of the tokens have ever been used as fares, none ever presented for redemption. And with the passing of the year 1932, their face value became nil. Today not even the angels themselves can place the collector value upon these obviously speculative items.

- The Numismatist of July, 1941
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THE NEW DEAL LINCOLN COMPANY OF JACKSONVILLE
By B. Morgenthau

The Owl Taxi Co. and the Our Cab Co., both of which folded up in 1933, were exclusively Negro-owned and operated concerns, as was also the later New Deal Co. In 1937 still another concern, the Lincoln Cab Co., entered the field. With a population 40 per cent Negro, competition became keen and unprofitable. In order to overcome this the competitors wisely effected a consolidation in 1938 under the name "New Deal Lincoln Co." with fares at 10 cents. Later were introduced tokens selling at 3 for 25 cents. Following a trial of about one month, the token system was found unsatisfactory and return was made to the 10-cent cash fare. Today, under management of Marion F. Marvin, the company operates a fleet of 100 taxicabs with a working personnel of 250. Mr. Marvin is respected for this cooperative ability and keen interest in the well-being of his employees, over 95 per cent of whom are married and rearing families. Each employee acts as a free agent, with profits depending upon personal capabilities. Judging by the sight of the "New Deals" and "Lincolns" hurrying day and night through the streets of Jacksonville, it is fair to assume that the employees have no cause for complaint.

(see Fla 380 E)

- The Numismatist of March 1942
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In Massachusetts there were once 2,233 miles of trolley tracks and only 2,109 miles of steam railroads.

- Emzy L. Thompson, Jr.

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NEW ISSUES SERVICE NEWS

In last month's new issues service news I forgot to mention that I was also sending you these tokens along with the others: Ore 100 B, Ind 610 G, Tenn 375 E. The reason for this is that I had not as yet received the tokens till after I had sent in my report. All have been mailed and should be in your possession at this time. Tenn 375 E was put into use December 1, 1955. No School tokens, paper strip tickets instead at 10 for 50¢.

To those of you on my list for Canadian tokens, I'm sorry for the delay in sending the Sydney, N.S., school tokens, as it is now two months since I sent money to the company and to date I have not received the tokens nor my money refunded, so it looks like this one is lost, but if in the future they decide to send me the tokens, I will forward them to you at once.

Also please bear with me on the Akron, Ohio, plated tokens. Chris Cook is doing his level best to get them for me. There are a couple of other new issues pending, but no luck on them at all. I have written letter after letter to the companies, but no response. Can anyone help on these, to obtain enough for the New Issues Service? The two tokens in question are the one from Miami, Fla., (Keys Transit, Inc.) and one from Bristol, Tenn., (Yellow Coach Corp., a school token). We have a new one this month from Bogalusa, La. 100 A. This will be mailed to you this month, also the other two if I get them. Thanks to you who sent me the dog license tags, all are appreciated.

- John G. Nicolosi

MUSEUM OF TROLLEY CARS

By Emzy L. Thompson

The Seashore Electric Railway got its start in 1939 when a dozen men brought an open summer trolley car from nearby Sac , Maine. Now it owns 45 cars from 23 railway systems in 14 states and England. These cars represent the entire development of street and interurban railway transportation from the horse car to the dawn of streamlining. They include a former horse car dating back to the 1870's, an all-aluminum interurban car capable of speeds up to 85 miles per hour, the last passenger trolley and the last electric locomotive to operate in the State of Maine, a double-deck tram car from England, a car carrying the famous destination sign "Desire," a car peculiar to Los Angeles but known to movie-goers the world over and a sequence of a dozen cars from Boston.

Volunteers have done almost all the work of bringing these cars to Kennebunkport; painting, repairing and restoring them; building track, stringing wire, setting up a power station; and many other jobs that go toward creating a trolley system museum. Here is an exhibit of living history both enjoyable and worthwhile. Here the youngsters can see what the trolleys were like and the old timers can recall their youth. Admission is a voluntary contribution.

Editor's Note: The "Desire" streetcar mentioned above was used in New Orleans, where the famous play was laid.

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NOVEMBER SUPPLEMENT TO ATWOOD'S CHECK LIST
By Ralph Freiberg

INDIANA
Michigan City 610 (reported by John G. Nicolosi)
MUNICIPAL COACH SERVICE MICHIGAN CITY (Bus #3)
G WM 16 Bar Good For One Fare (bus) $0.15

LOUISIANA
Bogalusa 100 (reported by Morton H. Dawson)
BOGALUSA CITY LINES, INC. (BUS)
A WM 16 Ball Good For One Fare (bus)(2 slots) .15

NEBRASKA
York 980 (reported by Daniel DiMichael)
YORK ST. RAILWAY CO. ONE 5¢ FARE
D o WM 20 Sd (same as obverse) 3.50
FATE MOTOR CO. YORK, NEBR.
E o B 25 Sd Good For 25¢ In Trade 2.00

(Neb 980 D was formerly listed as Pa 995 A. Delete the Pennsylvania listing. It's definitely from York, Nebraska.)

TENNESSEE
Bristol 75 (reported by Daniel DiMichael)
YELLOW COACH CORPORATION (BUS #3)
K WM 23 Bar Good For One Half Fare (bus) .10

Jackson 375 (reported by Morton H. Dawson)
JACKSON TRANSPORTATION CORP.
E Bz 16 J-sc Jackson Tennessee .15

PENNSYLVANIA **
Pittsburgh 765
STEEL CITY TRANSIT LINES, INC. S.T.C.
Z o WM 16 Bar Good For One Fare S.T.C.

(this token was made for a line in Pittsburgh but never actually used. However they have shown up in various places so might have been used for something else.)

NOTES BY RALPH FREIBERG

Heading our notes this month are some interesting facts about York, Nebr. Dan DiMichael for some time has been digging into old records about this city. This started because he was told that the Pa 995 A token was never used in York, Pa. So he tried York, Nebr. He found a contact and through this contact turned up one of these tokens and from the rubbing that I have, it is the same as the one reported, so it shows we had it listed under the wrong city, so change this listing from Pennsylvania to Nebraska. This line had a very short existence and tokens were used over 50 years ago. Besides finding one of these old tokens, Mr. DiMichael has come up with another one for the Fate Motor Co., of which very few have so far been found. This goes to show that there are still many tokens to be found, but it takes a lot of correspondence and patience.

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Mr. DiMichael also came up with a half fare token from Bristol, Tenn. This town is half in Tennessee and half in Virginia so tokens could be listed from either state. Note the name of the company, as a couple years back they changed the name from Company to Corporation, so when they needed tokens they came up with the new name. They are not using adult tokens at present, but maybe some day in the future if they go back to an adult fare we'll have tokens with the new name. In this same line of thought there are other companies which have taken over other firms and are still using the tokens of the obsolete firm. So far they have not needed a fresh supply of tokens, so the old ones are still in use. However they may come to a time when new tokens are needed, and tokens bearing the new name will go into circulation without any notice. Last month we listed a token from Nashville with the new name of the company on a half fare token, but no change as yet on the adult token. This company has gone to a straight 15¢ fare so maybe a long time before any change in tokens, since they may never go any higher. A few months back we had a change of name on Atlanta, Ga., tokens. This was only noted on the adult token, but had not seen any school token with the new name. This company has also gone to a straight fare so 60 T is now obsolete. Speaking of tokens of Atlanta, in the description of 60 R and S possibly on the reverse and obverse "(trolley bus)" should be added.

The company of Michigan City went out of existence and the city took over. So all tokens of the former company are now obsolete. I do not know if my letter reached Mr. Coffee in time for the adult token to be included in the October notes last month. But note on tokens where there is a bar and bus when they have a new type bus on them...I am going to mention (Bus #3). There are only a few tokens where this will appear, such as Ark 405 B, Conn 40 B, Ind 610 G, Pa 840 G & 955 A. Then on 23mm size the token listed this month as Tenn 75 K and one other solid token, Ky 480 S. On the other tokens that appear with this style bus we have the designation "Ball" and the "(2 slots)". This shows that it is the new style bus as the other type of bus has never appeared on this type. So some day in the future when someone will wonder when this type of token first appeared with the two slots, he can go back and see that in October 1952 the first one was listed with 2 slots. We listed N.J. 885 B & C with 2 cutouts, but change this to (slots) and also add the same behind Pa 605 N. These first tokens did not have a bus on them, but the same type of slots, so all of these tokens will carry (two slots) after the listing, when listings appear in the new Check List.

Jackson, Tennessee, and Bogalusa, Louisiana, are a couple of places which went from a straight dime fare to a 2 for 25¢ fare, so they needed tokens.

I have also been doing a lot of checking and careful measuring of tokens. I've noted that all tokens known as the 650 type have come pretty well all to the same size. I measure these as 16.48 which being under 16.50 are truly 16mm tokens. However I also note that tokens made over 25 years ago run a little larger--16.60 or thereabouts so many of these are really 17mm tokens. I also note that in some cases where they have been in use for a number of years, they measure 16.60 and then later batches may run down to the present size. These I would not recommend changing with regard to size-listing. But on some that haven't been used for some time I'm going to change the size to 17. I picked up a micrometer last Christmas that measures in the Metric system, but for some time haven't had the time to measure these tokens very carefully. But for the past couple of

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months I've gone over a lot of tokens very carefully. I also understand that a demand is appearing for micrometers in the metric system, because a lot of machinery is made in Europe and now being shipped over here with nuts and bolts and other parts figured in the metric system. So some large outfits are figuring to get tools in the metric system. So maybe in another year a lot of places may be selling these micrometers in millimeters, whereas right now it is a little hard to find one of these. But like I said, all tokens now appearing run truer to a 16mm size than a lot of tokens first used 25 years or so ago.

With regard to what I have said earlier in these notes, here are some companies using tokens issued by other companies. Watch for these in the future, because any of them are liable to come out with their own tokens. City of Sacramento Transit Authority using tokens of Sacramento City Lines; Metropolitan Coach Lines uses tokens of Pacific Electric; Dallas Transit uses tokens of Dallas Railway & Terminal; D.C. Transit uses tokens of Capital Transit; Austin Transit Corp. uses tokens of Austin Transit Company and Austin Transit, Inc. However the outfit that took over this company, known as American Transit Corp. has companies in a lot of cities. Sometimes this outfit may come up with new tokens or else may just use tokens of some other city that they own. For instance they run the bus company in Joplin but when they went on a token rate they took their tokens of Paducah, Ky., which were obsolete and used them in Joplin. So in their operations you are liable to find tokens of other cities used in city where you might be riding the bus. Mr. Coffee I believe had mentioned something about their operation in Algiers, La. Another situation is Rose City Transit, which uses Portland Traction tokens.

I have also decided to list the Steel City token which a lot of us have, under the city of Pittsburgh where it was intended to be used. Somewhere these have got out. It is not a pattern as they were actually made and as we have tokens of a similar nature I am listing same. Awhile back a bunch of them showed up in Baltimore so they were either used on a bus somewhere or else used as a trade check later, but originally they were intended for a bus fare.

A MESSAGE FROM THE SECRETARY

Fellow members: Did you get an official AVA emblem lapel pin as yet? If not, you better hurry up, as there are exactly 7 left and I have no guarantee there will be any more. For the dollar they cost, you will never receive a better value. It is also now my unpleasant task to remind you that dues renewal time will soon be here again. Some have already sent dues in for which I thank them. In order to help me and to make my task a little lighter I'm asking you to cooperate in this manner. If you send anything other than case please make it out to "William E. Eisenberg" and also place your AVA number on your envelope. This will help considerably. Please don't forget: NO MATTER WHEN YOU JOIN all dues are payable Jan. 1st and they are now $3.00 instead of $2. This increase is well worth it as our Fare Box will be sent 1st class effective now. Before you get engrossed during the holidays how about sitting down and renewing your dues? This is an item that had me busy from Dec. till June of this year. I believe if we all cooperate a little the job can be down in 1 month. Thanks in advance for your help. -William E. Eisenberg -
2717 West Carson Street - Pittsburgh 4, Pennsylvania.

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THE FARE BOX

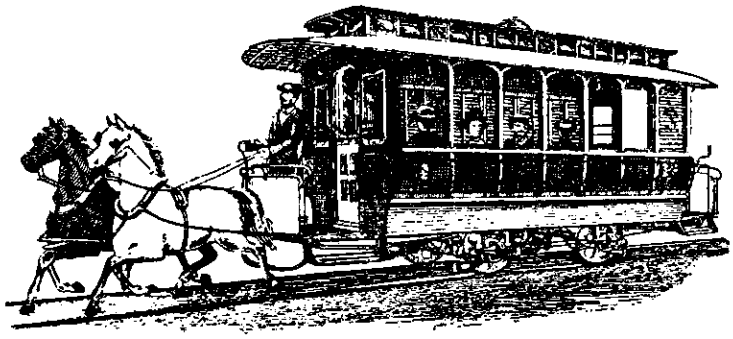
A MONTHLY NEWS - LETTER FOR THE COLLECTORS OF TRANSPORTATION TOKENS

New Issues Editor

RALPH FREIBERG
4142 - 26th Street
San Francisco 14, Calif.

Asst. New Issues Editor

JOHN G. NICOLOSI
2579 - 35th Avenue
Oakland 1, Calif.



Editor

J. M. COFFEE, Jr.
P. O. Box 1204
BOSTON, MASS.

Associate Editors

HARRY C. BARTLEY
ROBERT M. BUTLER
HAROLD FORD, Jr.

VOLUME 10 DECEMBER, 1956 NUMBER 12

The Editor of The Fare Box wishes to extend to all the readers of this news-letter a very Merry Christmas, and a New Year rich with new acquisitions to your collections! And to those of you who have sent cards, our especial thanks.

At this time it is not out of place to remind members that the 1957 dues are now due. Send your $3.00 to the Secretary right away, and save him a lot of unnecessary book-keeping.

At this time it gives me great pleasure to announce that I have at long last found a collector close enough, and willing enough, to give me considerable help in the preparation of The Fare Box. Mr. Leon H. Messerlian, of Cambridge, is joining the A.V.A., and has already rendered valuable assistance with the November issue, as well as with this issue. With this additional help, it will be possible for a much greater quantity of work to be produced from this end. I anticipate a quicker production of the Foreign Check List, and much larger issues of The Fare Box. And the issues should be on time after this--or earlier in the month, at any rate. I am, of course, appointing Mr. Messerlian as an Associate Editor of The Fare Box.

The deadline for the January issue will be the 10th of that month. As we try to catch up, we shall bring the deadline closer and closer to the first of the month. By March, the deadline for each issue will regularly be the first of the month, with the mailing date about the 4th or 5th. So please have your January ads and articles in to us by the 10th of January. And do send us something! We are cutting into the backlog of articles, and will be down to nothing before too long. We need your help!



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A TROLLEY CAR TREASURY

The Editor recently had the opportunity of examining a new book recently published by McGraw-Hill of New York. The book is called Trolley Car Treasury --"A century of American Streetcars--horsecars, cable cars, interurbans, and trolleys." The book was written by Frank Rowsome, a Harvard man (class of 1935), and had the help of Stephen D. Maguire as Technical Editor. Mr. Maguire is an Asbury Park, N.J., lawyer who uses his spare time to supervise the trolley car section of Railroad Magazine.

There are over three hundred photographs of old cars, and over 60,000 words of text. Needless to say, it is about the finest thing yet printed for the trolley fan. I found it impossible to put the book down after once opening it. The vecturist who is interested in seeing what the cars looked like that used the tokens in his collection, will find dozens and dozens of pictures of the old horsecars that issued tokens. For example, there is a fascinating picture of a very primitive chain-drive car used on the St. Catharines, Merritton & Thorold line from St. Catharines, Ont. Another interesting picture shows one of the Inclined Planes of Cincinnati. Another the Union St. Ry. of Saginaw. Another the North Chicago City Ry. Another the Angels Flight of Los Angeles. The list is endless.

We have in the A.V.A. two main groups of transportation token collectors: the trolley fans, and the numismatists. Originally, the former were in the majority, but lately the numismatists have been coming in in larger numbers. But any vecturist, be he trolley fan or numismatist, will be interested in this volume. It will cost you $5.95, at any book store, but it's worth it.

- J.M.C.

BACK ISSUES OF THE FARE BOX

All who have joined the American Vecturist Association this year have been mailed the back issues for the year 1956, if they were entitled to them. (All who paid the full $2, plus $1, dues, are entitled to these back issues.) If you should have received any back issues, but have not, please let the Editor know immediately, and we shall see about supplying you.

With regard to earlier back issues, we have a number of these in stock, although none of the very old issues. In some issue of The Fare Box in the near future, perhaps next issue, we shall list all that are in stock, which will be sold to any member interested. It is of great value to any serious collector to have a complete set of all back issues. They contain much information that is valuable, and a complete set of them is a veritable encyclopedia of knowledge for this hobby.

We hope, in the not too distant future, to publish a complete index of all articles in the first ten volumes of The Fare Box--the work for this having been suggested and volunteered by Mr. Messerlian. A small catalog of issues, with sufficient information to identify the early pages and their contents, as well as approximate value of the issues, will be brought out one of these days.

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A SUGGESTION FOR WELCOMING THE NEW MEMBERS

By Rufus Dunn, Sr.

Dear Fellow Vecturists:

I have had an idea rolling around in my 'noggin' for some time, and I've finally decided to submit it to you for your consideration. I suggest that the members write the new members a letter of welcome and donate a token to them. If this were put into action I honestly think it would create a better feeling of friendship and more interest in the A.V.A. Of course this would be a free-will offering and on a volunteer basis.

I invite comment favorable or otherwise on the merit of this suggestion. Personally, I have put this suggestion into practice by writing a welcome note and donating a token to our new members Mr. Frank Nemec of New Jersey and Mr. D. Dayne Johnson of Missouri. I have no doubt but this small gesture will be the foundation of a long and lasting friendship without which no organization can long exist.

At this time I would like to express my appreciation for being a member of A.V.A. The advantages and benefits that I have received have far exceeded the effort I have put into it, and the amount of money it has cost me. As an organization A.V.A. is running true to form regardless of the size of membership, because most of the members just let the "good old work horses" pull the load. Parden for this (poetical eruption) but this simple home-made verse just about tells the story:

Most of the members just look on,
When there is lots of work to do,
Never lending a helping hand
To the hard-working faithful few.

So fellow members, let's give these few workers a lift. Let us put our shoulders to the "wheel" and get this "old wagon" a-going like it has never rolled before. If we all work hard we can place A.V.A. at the top, the place it so justly deserves. We can make A.V.A. so interesting that the fellow with a token left over from his ride to work will want to be a collector and join our organization.

Fellows, I plead guilty to departing from the interesting hobby of token collecting by writing this article, but the success of A.V.A. does not depend entirely on token collecting--but rather on the cooperation of its entire membership, as I have made a feeble attempt to explain.

Sincerely yours,

RUFUS DUNN, SR. (AVA #214)

Editor's Note: Mr. Dunn's letter above includes some of the finest sentiments I've had the pleasure of reading in a letter from a fellow A.V.A. member. Generally speaking, token collectors in the A.V.A. are among the kindest and most generous people I've known. I think it would be wonderful if we were to follow Mr. Dunn's advice, and welcome each new member as he suggests. It would only be a small thing, but it would show everyone that ours is an organization "with a heart."

- J.M.C.

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To Executive Board Members of the American Vecturist Association:

Greetings. At this writing I still do not have any news concerning the new check list. However, I hope in the very near future to have something definite which will require your vote. It is hoped that the list can be printed. If this runs too high, then it may have to be done by off-set press.

Either way the list is gotten out, it will probably require that Mr. Coffee will have to call for advance subscriptions of five dollars each. At this time I feel that we can get along with our present mimeograph machine, and any member who has already made a donation to the Mimeograph Fund could have his money turned over to the New Check List Fund.

It was thought when a new mimeograph machine was suggested, that a New Check List would be mimeographed. We had no idea, however, that we would have such an increase in membership.

I am therefore appointing the following men as the New Check List Committee:

Ralph Freiberg, Chairman
John G. Nicolosi — Roland C. Atwood
John M. Coffee, Jr. — Max M. Schwartz

I feel that these men know the Check List from A to Z, including varieties, zone checks, etc.

I also want to appoint Mrs. Corinne Black as Chairman of the Election Committee for 1957. Two additional members will be appointed from the convention floor. Corinne shall receive all official ballots by mail for the election of A.V.A. officers for 1957-58.

I want to express to each of you, and to all members of A.V.A., a most joyous Christmas, and a New Year filled with good health, happiness and prosperity.

Fraternally yours,

EROY L. KIMMONS, President.

COPIES TO:
Mr. Morton H. Dawson (Vice-President)
Mr. William E. Eisenberg (Secretary)
Mr. R.K. Frisbee (Treasurer)
Mr. Harry C. Bartley (Curator)
Mr. John M. Coffee, Jr. (Editor)

The Editor had a pleasant visit with Emzy Thompson, former Overseas Editor of The Fare Box, recently. Mr. Thompson is still busily gathering new information on foreign tokens.

Kittanning (Pa.) Bus Co. has dropped its 12½¢ tokens and established a flat 15¢ rate....Auto Interurban Co. of Spokane, Wash., has sold out its Spokane Valley lines to a new firm....Astoria (Ore.) Transp. Co. has raised school fares from 7½¢ to 10¢ and adult fares from 15¢ to 20¢. Revenue losses have been heavy, and they may quit entirely.

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NEW ISSUES SERVICE NEWS
By John G. Nicolosi

This month you will receive the following new issues early, as I do not want to have them caught in the Christmas mail.

Some of you have already received La 100 A. The rest of you will receive them early this month, along with Texas 30 E and also a possibility of one from Georgia and two from Missouri. I have not yet received them, but when I do I shall forward them to you. I'm expecting the two from Joplin from Johnnie Jones. Thanks, Johnnie!

I have finally received the school token from Sydney, Nova Scotia (850 H). These have already been mailed to you who are on my list for Canadian tokens. The reason for the delay was that the man as the company was on vacation.

Still no response from Yellow Coach Corp. of Bristol, Tenn. Can anyone help on this, to obtain enough for the New Issues Service. Please contact me, as it will be greatly appreciated, by everybody.

Mr. Bill Fyler of Babson Park, Fla., has offered to get me Fla 530 H (Keys Transit Inc.) so that will also be coming your way, as soon as I get them. Thanks, Bill.

We now have a membership of sixty-three in the New Issues Service. A Joyous Christmas and a Prosperous New Year to all.

All A.V.A. members are invited to join the New Issues Service. It is a non-profit service which obtains new issues as soon as they are issued (or as soon thereafter as possible), and sends them to its subscribers. In order to join, simply send a deposit of $3 to Mr. Nicolisi (his address is on page one of this issue), which will be applied to tokens sent you.

A MESSAGE FROM THE SECRETARY

THANK YOU - THANK YOU for your wonderful response in paying your 1957 dues. Please remember that the dues were raised $1 at the Convention this year. This dollar will speed your Fare Box to you via First Class Mail--a worthwhile thing in itself. NO MATTER WHEN YOU JOIN all dues are renewable January 1. If sending other than cash, please make checks or money orders out to "William E. Eisenberg" and include your card number either on the envelope or your letter. With the sad part of the news dispensed with I would like to extend to the officers and members a most Merry Christmas and Happy Holiday season. May the Lord bestow his blessings on you and your families this most joyful season.

William E. Eisenberg - 2717 West Carson St. - Pittsburgh 4, Penna.

EVERY A.V.A. MEMBER IS ENTITLED TO A FREE 5-LINE AD IN EVERY ISSUE!

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Is There No Help For a Neophyte? Who will send me their spares @ $6.50 a hundred, for those I can use? Plus postage of course. (OR) will trade U.S. COINS, VF to UNC, @ 10% off RED BOOK value (latest edition), or wooden nickels @ cost. 10¢ to 15¢ tokens to start.
F. Gordon Smith - 14 Miller Stile Rd. - Quincy 69, Mass.

Have 2 sets of 14 different streetcar prints of Maine including an old Norway & Paris, Maine, street railway car. Will sell for $3.00 each set, or 3 tokens $1 value or one $3 token. Also have 2 prints extra for one 25¢ token.
Emzy L. Thompson - 78 Park Street - Portland, Maine

Recent issues for sale: Ark 480 S, 15¢ - Ind 330 I, 20¢ - Ind 330 J, 20¢ - Mont 100 A, 15¢ - N.C. 360 A, 15¢ - Ohio 165 U, 25¢ (not new but scarce). Please send 3¢ stamp for postage. Thank you.
Morton H. Dawson - 182 Whiting Lane - West Hartford 7, Conn.

I have a collection of over 3,000 tokens at $1.00 or less. Send your want-list.
M. B. McRobie - 1073 Pitkin Ave. - Akron 10, Ohio

I am putting my collection up for sale for $85.00, plus all the back issues of The Fare Box. Write for details.
Virgil B. Wilson - 6026 E. Gardendale St. - Hollydale, Calif.

For Sale at Catalog: Few of each. Ind 660 A (2); 660 E (4); Pa 195 H (5), 495 G (4); Calif 715 H (2), m (1), K (2), 895 B (2), D (1); Wash 40 L (1), 780 L (3), 880 B (3), 970 A (1), 990 A (3); Ore 100 B (3); Ida 640 C (3); Hawaii 240 C D (4); Fla 530 E (2); Mass 135 A (3) R.I. 700 E (3); Va 660 D (3). Would prefer trades.
George Gould - 1217 Hemlock Ave. - Everett, Wash.

I still have a few of the scarce Brantford, Ontario 125 A tokens for sale at catalog (50¢ each) plus a stamped envelope.
John M. Coffee, Jr. - P.O. Box 1204 - Boston 4, Mass.

APPLICANTS FOR MEMBERSHIP

233 Samuel D.Y. Ching - 1267 Kanewai St. - Honolulu 16, Hawaii
Age 36, Fiscal Accountant. Beginner, 20 tokens.

234 Fred A. Grasso - 120 Greenleaf Ave. - Waterbury 4, Connecticut
Age 43, Meat Cutter. Collecting 5 years.

235 Leon H. Messerlian - 45 Francis Avenue - Cambridge 38, Mass.
Age 26, Minister. Collecting one year, 180 tokens.

CHANGE OF ADDRESS

35 Frank C. Greene - 2838 Forest Ave. - Kansas City 9, Missouri

Mr. William R. Tyson submits an interesting method of displaying and filing tokens. He uses a cellophane coin envelope, 1 3/4 inches by 2¼ inches--which sell for 75¢ per 100 from most dealers. Inside the envelope is a piece of white bristol board (any white cardboard will do), square 1 3/4" by 1 3/4". The token is placed in this, and the Atwood number and any additional information is written in ink on the cardboard. Thus the token is readily filed and readily seen without the necessity of removing it from the envelope. One of the problems connected with this hobby is, How to house the collection? We will be interested in hearing of any other novel suggestions for keeping your tokens.

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THE SHORE LINE ELECTRIC RAILWAY

(The following excellent article on this Connecticut line (see Conn 345 A and B) is reprinted from the New Haven Register of March 18, 1956. It was sent to us by Mr. W.C. Hofmann.)

One of the country's foremost trolley fans returned to native haunts recently, meeting old friends and acquaintances, and stirring up memories of an old trolley line, long abandoned, but remembered by many of an older generation as the Shore Line Electric Ry. which traversed the Seabreeze Route. Theodore P. Taetsch, now a resident of Cleveland, Ohio, came back to the Elm City (New Haven) after a 10-year absence. Motoring along the shore he followed the former right-of-way of the old trolley line and viewed the remains of some of the line's bridges and viaducts. He and his family also visited the two trolley museums in the state, at Branford and Warehouse Point.

It was back in 1911, when Taetsch was 6 years old, that he first became acquainted with the Shore Line Electric Railway. The line was "buzzing with activity" within easy walking distance of the house in which he was born. In those days double track was being put down in Middletown Ave. and a large trestle was taking form at the Quinnipiac River. In November, 1911, the large green cars came into New Haven and by 1914 one could ride some 44 miles to Chester. "Even before this," Taetsch said, "the Shore Line was operating old Number 11, a 600-volt trolley from Guilford to Stony Creek, connecting with Connecticut Company cars at that point, this segment operating from 1911 to 1919.

His love for trolleys started when his grandfather, a trolley fan, took him on trolley trips Sundays. They would select a different line each week and traverse it to the end of the line. After his grandfather's death, his father, also a trolley fan, continued the trips until young Taetsch was in his 20's and then he made trips by himself.

No more colorful trolley line was ever conceived than the Shore Line, according to Taetsch, who has made a study of and traveled most of the lines in the East. "It wasn't just the mere act of getting wherever anyone was going but the experience of traveling along the line. The rocking trolleys, clanging and rattling, traversed the so-called Seabreeze Route, easily the most picturesque trolley route anywhere; up and down hills, over salty marshes at terrific speed, and through beautiful colonial towns with their wonderful old churches and houses. From the cars one could gaze at certain spots out upon ships on Long Island Sound and at lighthouses strung along the coast. And what a thrill it was to cross the bridge over the Connecticut River at Saybrook."

Taetsch as a boy and young man became so engrossed with the Shore Line Electric Railway that he composed a song and drew cartoons of the line and the colorful incidents and characters he encountered. He and his friends when riding the trolleyw sould sing the song to the tune of "It Ain't Gonna Rain No More." Some of the verses were:

"The trolley roared down Clapboard Hill...it used to make me shiver; Nor did I rest at east until we crossed the deep East River. ...The trolley raced across the fields...straight for Toe-to-Ket Mountain reflecting rays of summer sun like a copper-colored fountain.

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For many years the tracks laid there....with only cows around them, but the bovines had to have a care or a trolley car would tround them"

Married to Mary H. Palsha of Lakewood, Ohio, 10 years ago, Taetsch decided to live in the Midwest where he said job opportunities were as good as in Connecticut. "I never forgot the old Shire Line Electric Railway, however. For years I corresponded with trolley fans throughout the country swapping pictures of the old line." And when it came to the history of the old line he knew it so well he could recite it without reflection.

The Shore Line Electric Ry. Co. was organized June 6, 1905, and opened for traffic from Ivoryton to Guilford on Sept. 19, 1910. On December 19 of the same year service was extended to Stony Creek where Connecticut Company trolleys ran to New Haven. "My favorite ride on this line," Taetsch said, "was the Guilford, North Branford, Foxon to New Haven route which was completed Nov. 17, 1911. The cars at first ran only to Ferry Street but later a new bridge permitted them to cross the railroad tracks to State Street where Connecticut Co. tracks were used to the New Haven Railroad station."

In January, 1914, the Deep River to Chester track was completed. Through cars were operated from New Haven to Chester. At Saybrook one could transfer to other Shore Line cars that traveled to Old Lyme, East Lyme, and on into New London. A branch line ran to Niantic. East of New London one could go across the Thames and on into Ashaway, R.I. By 1919 the system could boast of some 200 cars, 250 miles of track and 20 distinct routes.

On August 3, 1917, a terrible head-on crash occurred at North Branford. One car failed to wait at a passing switch and roared along the single track at high speed. The opposing car was also traveling at high speed. When the heavy wooden cars met they crumbled like match sticks, killing 19 persons and severely injuring 35. Wesley Negus was the surviving motorman, apparently having leaped out of the cab before the crash. This wreck and others less serious, plus a strike depleted company finances, according to Taetsch, and in July, 1919, trolley service west of Flanders came to an end. The Connecticut Co., New London division, took over most of the eastern lines and in Norwich trolleys survived until 1936.

The Groton and Stonington Traction Co. took over the New London to Westerly, R.I., section and managed to hang on until 1928. They used old Shore Line cars in final years painted orange and operated by one man. The Norwich to Westerly segment went out in 1922.

In the meantime, after four years of abandonment, the Sperry Engineering Co., original builders of the line, purchased the New Haven to Saybrook line. Beyond Saybrook track was torn up.

The New Haven & Shore Line Ry. was organized in April, 1923, and for a few months Connecticut Co. cars were used from New Haven to Saybrook. In the fall of that year the New Haven & Shore Line Ry's brand new cars appeared. Steel, lightweight, double-truck cars, painted a sort of olive-brown below windows, orange lettering, and brick-red roof. They were quite speedy but at extreme speeds had a tendency to bounce up and down. Cars were equipped with whistles. In final years cars were repainted more strikingly in light blue and white and the rattan seats replaced with more comfortable high back green leather seats.

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"In 1924 the New Haven & Shore Line Ry. built a new line into Hammonassett Park and I recall the glorious summers when it was possible to ride open cars from New Haven RR station to Hammonassett Beach. In 1926 and 1927 a big 75-passenger open summer car was operated to the beach with only a motorman, no conductor. This was the only instance I know where this type car was in charge on one man. The motorman was truly of the Toonerville Trolley "skipper" style, operating car in vest and white shirt sleeves."

In the late 1920's the autos were already taking passengers away from the trolleys, but "probably nothing like today, however, as transit managers are getting gray wondering how to bring business back to public transportation." By 1930 the New Haven & Shore Line gave way altogether to bus service. Some of the cars were sold to the Quebec Trolley Co.

"If memory serves, my last view of an open Shore Line car was in the summer of 1929. The body of one of them was lying on its side just off the Old Post Road in Old Saybrook at the point where private right-of-way led to the long high viaduct leading to the former Saybrook carbard." There is a bare possibility that an ex-Shore Line Electric car, number 2, is still in existence on the Charles City Western Ry. in Iowa, Taetsch said. "This line is still operating as a freight line and there is a good chance the old car may still be stored there. If this is the case it would be wonderful if the Branford Museum could obtain it for their place."

Each vacation time and numerous weekends find Mr. and Mrs. Taetsch visiting museums and cities where trolleys are still in operation. Recently, in addition to visiting Connecticut they went to Kennebunkport, Maine, where a museum of 48 trolleys is maintained, including a double-decker from Blackpool, England. In recent years they journeyed to Greensburg, Pa., which lines have since been distontinued; to Youngstown, Ohio; the Columbia Park trolley line under construction in Olmstead Township, Ohio, a one-and-a-half mile line built by G. Brookins, who has done it as a hobby. This line will serve as a transit route from his trailer park to a shopping center. And, of course, Cleveland, "where our own rapid transit as well as the Shaker Heights trolley are still running."

The Taetsch's son, Thomas, aged 4 years, is the fourth generation of the family to become a trolley fan. "He is already familiar with all types of trolleys," Taetsch said, "and rings a mean trolley gong, and knows how to wind up a hand brake and can tell you a running board is something you find on an open trolley car."

(In addition to the narrative, the article includes a number of excellent pictures of old cars used on the Shore Line, with these captions: Old No. 53, a high-speed, wooden, middle-entry type used on Shore Line may still be in Iowa car barns....Another type of Shore Line car was double-ender built by Wason Mfg. Co. After some bad wrecks, Shore Line shifted to steel cars operating without a conductor. Also a cartoon showing a woman complaining to the motorman of a Toonerville-type trolley. She says "If there isn't any heat in that car today I'm going to report you to the Genl. Mgr." To which the motorman is replying: "Listen Mrs. Swizzle, there's just enough current to run the car--if I heat up the car with the current we'll never get to town!")

Ah, the good old days!

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THE PURPLE SYSTEM TOKENS
By Ralph Freiberg

You will note among the new listings this month another token for the Purple System. On the token the spelling is HOOPSTON although the name of the town is really Hoopeston. For some time I have been wondering what these tokens were. Just as I was writing up my notes for this month, the mailman came with a letter that may help greatly. And now that I have this information maybe someone can dig up something further.

These tokens were made in February, 1926, so this was thirty years ago. They were made for the Purple Motor Coach System, of Danville, Illinois. There were 5000 tokens ordered, 1000 in brass, 3000 in nickel-silver, and 1000 in bronze. However records this far back have not been kept. So from the above I figure these tokens were made in 1,000-lots. This month we have the Hoopeston token made of brass, and I figure there were three lots of the nickel-silver, which would be 1,000 each for Crawfordsville, Ind; Lafayette, Ind; and Paxton, Ill. However, where the bronze one was supposed to be used will be the mystery. I would have liked to have had this information before the new Check List comes out, so maybe someday someone will find one of these in a bus company's office somewhere. Evidently this must have been an inter-city operation of buses, and from the distances between these points, the fare should have been 25¢ or more. So there is little liklihood of any of them showing up, because very few people would buy them at that rate and not use them. These tokens should command top price, as I doubt if there are five of any of the tokens listed in various collectors' hands, and possibly on one or two of them, there might only be one each.

Max Schwartz figured out a mileage chart on these with distances from Danville. To the east, Crawfordsville lies about 40 miles. Lafayette is about 45 miles northwesterly. Hoopeston about 24 miles northerly. Paxton about 35 miles northwesterly. But the question is in which direction they used the bronze one.

A SOUVENIR ROPEWAY TOKEN FROM JAPAN

Recently I picked up an unusual token from Japan. At this time I do not know if the token was actually used for transportion or is just a souvenir. Part of the wording on the token is in Japanese and part in English. It is a 37mm aluminum token, pierced near the top, with a small ring and ribbon attached. Possibly this allowed one to ride on this ropeway and might have been worn on the lapel of your coat to show you were entitled to ride.

The English wording on this token says "SOUVENIR OF OKUMAYA ROPEWAY 31. 6. 17" I believe on this date that you add 25 to 31, making 1956, or June 17, 1956. Seems dates in Japan date to certain times. Anyhow this ropeway is a sort of car that goes up a hill instead of like a cable car which runs on tracks, it is pulled up this hill by an overhead cable. The reverse of the token shows one of these cars suspended from the cable.

- Ralph Freiberg

Remember to send in your 1957 dues of $3.00 to the Secretary.....

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DECEMBER SUPPLEMENT TO ATWOOD'S CHECK LIST

By Ralph Freiberg

GEORGIA

Macon 580 (reported by Max M. Schwartz)
SUBURBAN TRANSIT LINES
H Bz 16 S Good For One Fare $0.15

ILLINOIS

Champaign 135
ILLINOIS PR. & LT. CORP. CHAMPAIGN I.P. & L.
G o Bz 18 Bar Good For One Full Fare I.P. & L. (Sv-plated) 2.00

Chicago 150
THE CHICAGO & SOUTH SIDE RAPID TRANSIT R.R. CO.
/GOOD FOR ONE CONTINUOUS RIDE JOHN G. GLADE
/TREASURER 18
Z o A 29 Sd Deposit This In Gateman's Box 18

Hoopeston 420 (reported by Max M. Schwartz)
HOOPSTON DANVILLE
A o B 23 H One Ride Purple System

OHIO

Ironton 410 (reported by M.A. Scott)
IRONTON ELECTRIC LIGHT AND RAILWAY CO.
B o Vi 21 Sd Good For One Fare 3.50

PENNSYLVANIA

Munhall 675 (reported by William L. Black)
MONONGAHELA STREET RAILWAY COMPANY GOOD FOR ONE
/RIDE ON WORKMEN'S CAR FROM MUNHALL TO HOMEVILLE
/OR HOMESTEAD ONLY
D o Ve 31 Sd Monongahela Street Railway Company Good On
/Workmen's Car Only Half Fare Check 3.50

TEXAS

Amarillo 30 (reported by Max M. Schwartz)
AMARILLO BUS CO.
E WM 23 A Good For Child's Fare .10

UNIDENTIFIED (Reported: 71 by Fouts; 72 by Schwartz; 73 by Coffee)
AUTO-SKOOTER DE PAEMELAERE BON POUR 1 AUTO
/1 OU 2 PERSONNES
71. A 31 Sd Auto-Skooter de Paemelaere Goed Voor 1 Auto
/1 of 2 Personen
R.S. & L.T.P.K NO. 2 ROUND TRIP
72. B 22 Sd (blank)(obverse letters incuse)
C.C.R.I. RY. CO.
73. B 19 Ch (same as obverse)

CORRECTIONS

1. Make the price 20¢ on Indiana 610 G, listed last month.
2. On page 69 of the September issue of The Fare Box in the article about the Chicago Street Carette, it says that "this is the only line that transports passengers without charge." Change the word "charge" to read "change." It transports passengers without change. Otherwise, there wouldn't be any use in having tokens, would there?

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NOTES BY RALPH FREIBERG

This month we have a few nice tokens to list. First, to run down the line, we have a bronze token from Macon, Ga. This is one of those deals where they had a steel token back during the war and now are on a 2 for 25¢ fare. Since more tokens were needed, they got a different metal from steel. We have a token from Champaign on which I have been trying for some time to get additional information, but inasmuch as we are doing over the listings for a new Check List, we shall list this token now. It is the same as Ill 135 C except that it is a silver-plated job. At present I know of at least three of these tokens. Chicago, Ill 150 Z is the same as the other two listed (150 L and M) but with the number 18 instead of 26 or 29. Note the middle initial of the treasurer's name is H and it should also be that way on the other two tokens.

William Black was talking to a friend of his, and in telling his friend that he had a token collection, the friend told him that he had one, and so now Bill has a mighty fine token. It was used in 1898 and 1899. This friend pierced it to carry it on a watch chain, and the token is listed as a solid token. Bill Black worked for this company in 1900, but they they were using tickets and his token interest at that time was not what it is now, or he probably would have had a lot of other tokens. It seems that some of these companies, in obtaining their franchises, were supposed to give special rates to workingmen, and if you will note on other Pennsylvania tokens you will see references to workmen and also to miners. This Monongahela St. Ry. Co. later became part of the Pittsburgh Rys. Co. which was formed in 1901. The mills in question where these workmen rode were those of Homestead Steel, and these three towns are so close together that maybe the token could have been listed either under Munhall, Homestead, or Homeville.

The token under Amarillo is another one of those which I was talking about in last month's notes. Note previously this town had a company called the Amarillo Bus Line, but company is now known as Amarillo Bus Co. So when some child fare tokens were needed they came out with the new name. Sell for 2 for 15¢. Why the tokens of this town previously had a D in center of token I have been yet unable to discover. I know nothing about the token listed under Ironton, but imagine from its wording that it was used some time back. I have no information on the Unidentified tokens (the Mavericks), but #73 is the same type as earlier Mavericks #61 and 62.

Johnnie Jones has come up with a nice old token and we'll have some information on this token next month. There might possibly be another one of same company and at this time we don't have enough information. Besides this old timer he discovered, he found tokens of an inter-city line running from Joplin to Webb City. They are colored tokens, one Good to Webb City and the other for return. Do not know at this time which way the red token is used. These will be obtained for the New Issue Service and will be listed in next month's new issues. Those who haven't subscribed to the New Issue Service run by John Nicolosi should do so. Lately it seems that some of the tokens we discover only remain in use a very short time and some that have been distributed are a little tough to pick up later on.

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